

The World's First and Only Air Cargo Magazine

OCTOBER
1948

This Issue

ATA Pay its Air
Agents 7½%?

Use Air Freight

Freighter and the
Air Shipper

Parcel Philosophy

Shipping Lobster

Northwest, Ho!

Putting Together Planes
and Cargoes

Zoo of Airborne
Animals

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The Original Air
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Shippers'
Manual

13 • No. 4





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***CURTISS* ELECTRIC PROPELLERS**

OCTOBER 1948—PAGE 3

AIR CARGO REELS

THE AAF lends a hand on a mission of mercy with this C-82 Packet taking on a load of "wall fin," quickly installable heating equipment at La Crosse, Wisconsin, for the new 160-bed emergency-built Central Carolina Convalescent Hospital, Greensboro, North Carolina. Built by the Trane Company, the freight weighed 13,700 pounds. (Above)

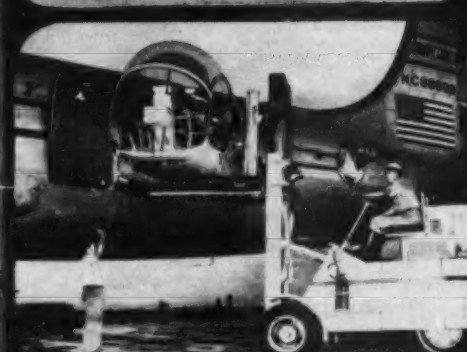
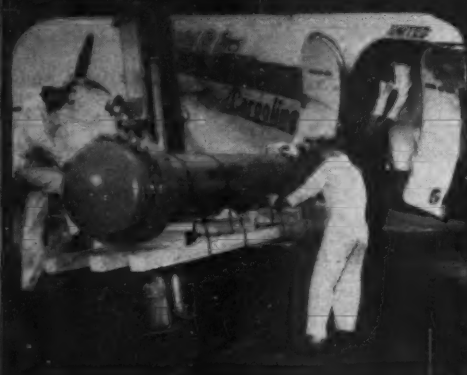
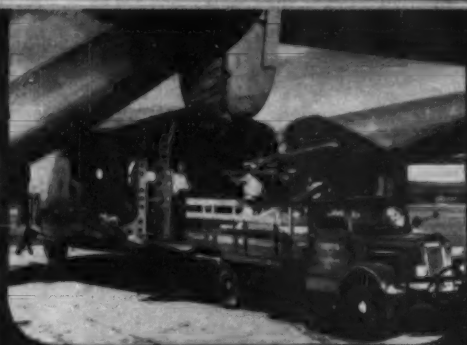
◀ VITAMINS FOR LUXEMBOURG, sent by Boy Scouts of Rockland County, New York, via Sabena DC-6. Chairman of the scouts' campaign was Norman R. Baker, well-known county newspaperman. Shown in this photo taken at Idlewild are (from top down) Sea Scouts Eric Holms and William Poole, and Boy Scouts John Niedercorn and Allen Dougherty. Stanton Hardy (left), of Lederle Laboratories, Pearl River, which donated the vitamins; Vivien Flamhaft, managing director, Friends of Luxembourg; and Andre Wolff, Luxembourg Commissioner of Information, watch.

◀ WEIGHING NEARLY TWO TONS, this giant oil cooler was transported from Chicago to California in a United Air Lines cargoliner. Cooler was an emergency replacement at the Shell Chemical Company plant in Pittsburgh, California, which had shut down during installation of new equipment. Result: speeded conversion work.

◀ THIS TWIN CESSNA, met by an Ebco Manufacturing Company truck, unloads at the Columbus, Ohio, airport after flying in badly needed equipment to keep the electric water cooler plant going. In the plane is Louis P. Benua, pilot and vice president of Ebco. The president, A. R. Benua, is helping to load the equipment on the truck.

◀ ONE OF THREE Bell helicopters going aboard a Pan Am Cargo Clipper at Miami, consigned to Empresa de Combate A Pragas Agricolas Bandurante, Ltd., Sao Paulo, Brazil. The "eggbeaters," sent by the International Basic Economy Corporation, were shipped to the Florida airport from the Bell plant in Buffalo. The helicopters will be used in crop dusting as well as in an anti-insect pest campaign.

◀ AIR FERRY SERVICE for cars between England and the Continent via Silver City Airways. A Bristol Freighter is shown yawning for its auto cargo at Lympe, Kent. Car carried four passengers. Customs was cleared at 10:45 a. m., take-off was at 11:10 a. m., and landing at Le Touquet, France, was at 11:35 a. m. Total cost—auto and four passengers—figured at \$128. A speedy bargain, eh?



AIR **TRANSPORTATION**

**The world's first and only
air cargo magazine**

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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9 May 1948

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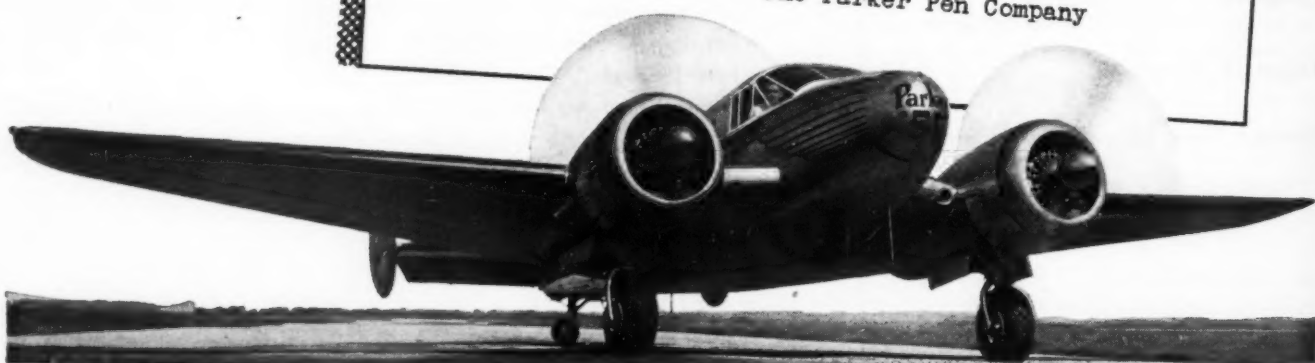
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Kenneth Parker
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Kenneth Parker
President
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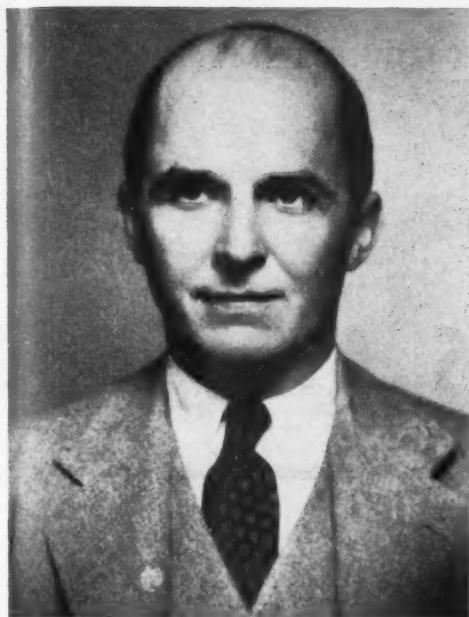


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PAGE 6—AIR TRANSPORTATION—Air Commerce



Willis G. Lipscomb

Guest Air Cargo Editorial No. 12

By **WILLIS G. LIPSCOMB**
Vice President-Traffic and Sales
Pan American World Airways
and
Chairman, Traffic Conference No. 1
International Air Transport Association

FEW AVIATION SUBJECTS have been given such a complete going over in recent years as has the outlook for international air cargo, its current status and future prospects. This is a healthy situation, for the broad exchange of views and ideas, clarifying the thinking and stimulating the activity of all of us in the industry, has been reflected in the rising curve of airborne international commerce.

Many sharp differences of opinion have been brought to light in the course of the discussions to be sure; but at the same time the most encouraging aspect has been the one universal area of agreement: that the potential is limitless and that the international transportation of property by air is capable of making a major contribution to world economic recovery by expanding the foreign trade of all nations to new high levels and restoring it to a more equitable balance.

Meantime, air cargo's progress since the war has been matched by marked advances in the elimination of international trade barriers, and by the increasing availability of transport aircraft adapted to long range operations. As I see it, the best way to summarize the present international air cargo situation is to paraphrase an old bromide: "One productive cargo sales agent is worth 10,000 words." For, it seems to me inevitable that an aggressive selling campaign offers the only means to take full advantage of whatever postwar progress has been made. In other words, air cargo's current status and future prospects now depend upon action, not conversation.

What are the scheduled, international carriers doing about it? Well, salesmanship of the good old garden variety—going out and getting existing business and cultivating new customers—is the heart of the agency program of the International Air Transport Association, comprised of carriers flying the flags of nearly 50 different nations and serving more than 200 countries, colonies, dependencies, and mandates on some 500,000 miles of airways.

The IATA agency program has been eminently successful in the short period of its existence and the IATA cargo sales agent has gained considerably in stature in the international air cargo picture. If we were inclined to rhetoric, we could picture him as the keystone in

the arch of our current airborne international commerce.

This program was originated at the North Atlantic Traffic Conference in 1946; was approved in the Spring of 1947, and subsequently was ratified by all three Conferences of IATA.

To date the number of IATA-certified cargo agents has grown to 2,812. And while it is impossible at this time to offer accurate statistical evidence, it is certainly safe to say that a substantial portion of the increased volume of air cargo traffic in the past year can be attributed to their aggressive selling.

Of course, the IATA agency program also provides effective sales tools for the agent. It gives him an identity which enables him to profit directly from the promotional efforts of IATA and its member carriers and to take advantage of the accomplishments of the international organization's ever-increasing efforts to simplify and standardize procedures throughout the world. Advances such as the airwaybill-consignment note, eliminating the complicated, antiquated documentation of the past; the IATA Facilitation Campaign, aimed at elimination of governmental restrictions and red tape everywhere; the IATA Clearing House, simplifying transactions in the hard and soft currency—all quite literally are worth their weight in gold for all concerned.

IATA carriers, too, are constantly providing these agents with a better product to sell. Keenly aware of the fact that cargo ranks equally in importance with passenger traffic, we are improving cargo schedules and building up all-cargo fleets as rapidly as sufficient equipment becomes available; and, as a matter of fact, we will soon be able to handle shipments up to 16,000 pounds in a single piece. Likewise we are increasing the efficiency of cargo service, on the ground as well as in the air, and instituting specific commodity rates wherever possible to stimulate trade.

International air cargo is big business today, but has to grow bigger if it is to fill its role in international civil aviation as a potent instrument for world peace and prosperity. We have barely scratched the surface of the volume and variety of property which can be carried profitably across international boundaries. But neither in volume nor variety will such property find its way into the holds of cargo aircraft of its own volition. We have got to go out and sell it.

Are the IATA carriers cooperating with air cargo agents?
Have these agents increased air cargo traffic?
Do the airlines find them cooperative?
And . . .

SHALL IATA PAY ITS AIR CARGO

AS is the case with virtually every new set-up, the formative years are the most difficult. Complete, harmonious integration does not spring into being overnight, and more often than not those who gripe and those who laud become locked in a battle of words which only time and experience can dissipate.

The official entrance of the foreign freight forwarder into the field of international air shipping should justly be measured in terms of months, rather than in years. To be sure, it was only 30 months ago that he was accorded official recognition by the International Air Transport Association (see April 1946 AT), and now operates under the descriptive title of "air cargo agent."

The air cargo agent has grown in number, as the comprehensive list in the colored section of this issue shows; but, in truth, the industry still wears its swaddling clothes, and the pros and cons continue to fly in certain quarters representing both the airlines and the forwarders. The editors have spoken with responsible airline men and forwarders whose general views on the subject do not, at this date, dovetail.

For this reason, *Air Transportation Magazine* embarked on its latest survey in an effort to learn just how the member carriers of IATA felt about their air cargo agents. It was a five-pronged questionnaire, and it was designed to determine IATA temper on the subject. Stress was placed on the anonymity of the polled airline: we were interested in *what* each had to say, not *which one* it was that said it. Consequently, some of the answers were written

Another exclusive, revealing world-wide poll by
AIR TRANSPORTATION

on ordinary sheets of paper and mailed in unidentifiable envelopes (except for the postmark), and there were even a couple of telephone calls.

All of the IATA-member airlines, in every part of the world, were contacted. Substantially more than one-third replied, which is normally considered a better-than-fair average. However, the editors detected a certain squeamishness on the part of some carriers, particularly on that part of the questionnaire which dealt with the possibility of raising the air cargo agent's commission from the present rate of five percent to 7½ percent. One cannot say definitely, but it may be that it prompted at least a few of the carriers to shun the questionnaire in its entirety rather than to commit themselves on one question. This will be discussed later in the article. Following are the five questions, the tabulated results, and an analysis of each.

"Are you presently cooperating actively with IATA-recognized foreign freight forwarders?"

Seventy percent promptly answered "yes," 13 percent said "no," and the balance of 17 percent offered no comment at all.

Comments were varied. One European carrier, replying in the affirmative, stated that "it has always been X's custom to cooperate with freight forwarders in . . . (X Country) . . . and abroad." Another Eu-

ropean airline said that its "foreign freight forwarders are airtransporters that are our general representatives at the same time." A third one pointed out that it was cooperating with the air cargo agents "to a certain extent, as money regulations are limiting such cooperation."

Four of those who gave negative answers and who offered comments did so for three separate reasons:

"Air cargoes to and from . . . (X Country) . . . have slumped in volume following the application of strict governmental currency controls over the payment of freight charges. Only a very small (meaning very few) consignments are now shipped to . . . (X Country) . . . by air."

"International air freight handled by us is being located more directly with actual manufacturers and shippers. A certain degree only is being derived from international freight forwarders."

"Not yet, as our company is running international services only a few months."

"Our agency network is only in the process of being set up."

Consider the first negative reply. The airline is not cooperating with forwarders merely because of currency controls. There is no stated disapproval of forwarders' services. The editors are left with the inference that cooperation between the two will be resumed once currency

GOAGENTS

7 1/2 % ?

controls are based or suspended.

The second negative answer apparently is from a carrier whose customers haven't been cracked by the local forwarders. This is a matter for development by the forwarders of that particular country.

And the third and fourth nays are pure and simple. These carriers are not cooperating with air cargo agents because the set-ups are not ready. Perhaps, even at this writing, the picture is changing.

"Have you found that there has been an increase in your cargo business since dealing with these forwarders?"

On this query the answers, percentage-wise, were somewhat different; but the ayes had it. Forty-three percent admitted to an increase in air cargo traffic, 26 percent denied it, and the rest just didn't say. Marginal comments followed these lines: "Satisfactory" . . . "Fairly constant" . . . "Always did cooperate. No comparative figures."

"If the answer to the second question is 'yes,' was this increase substantial, fair, or small?"

It was altogether surprising that the bulk of the answers received had no comment on this phase of the subject. Twenty-six percent, however, stated that their increase had been fair, nine percent pegged it as substantial, while four percent said that the rise in cargo traffic had been small. Whatever the degree of improvement, the fact stands that 39 percent were, from a cargo standpoint, better off after having recognized the foreign freight forwarder, than they were previously. Obviously, this does not tell the whole story. The editors feel that the pic-

ture could have been improved considerably had their been less hesitation in the replies.

"Have you found the forwarders generally cooperative?"

Fifty-seven percent came through to say "yes," only 13 percent "no," and the balance of 30 percent remained silent.

Here's how some of the remarks shaped up:

"Too recently initiated to be known."

"Yes—however, a small percentage not aggressively pushing air."

"Not imaginative. Very little aggressive selling."

"For the most part we answer this question unqualifiedly in the affirmative. There are unfortunately a small number of air forwarders who have not developed the long-range viewpoint on the industry and who, through excessive handling and other charges, are doing much to hurt themselves as well as the air freight industry as a whole."

"Yes. Many too slow in payment."

"Yes, in general. It is to the mutual benefit of the forwarder and the transport company."

"Our experience with freight forwarders in this country, both domestic and foreign, has been that they are cooperative only to the extent of their own business requirements. The tendency is for them to want all the advantages of air freight and none of the disadvantages. In other words, freight forwarders want to take the cream of the business and leave the airlines the skim milk."

Note the last two remarks. These two stick out like sore thumbs on a pair of midgets. Both IATA members have an apparent clash of views, with the same arguments that

have characterized the recent domestic air freight forwarder issue before the Civil Aeronautics Board.

The next and final question was prompted by two considerations. The first were the individual statements by a number of forwarders who claimed that under present circumstances one could not stay in business for long if he depended solely on the IATA rate of five percent commission; the second was that certain non-IATA airlines, principally nonskeds, were paying 7 1/2 percent and even higher, on all air freight. So the airlines of the world were asked:

"Would you favor an IATA increase to at least 7 1/2 percent?"

The story here is not so much in what the figures say, but what has been left unsaid.

Only four percentage points separated those who voted in the affirmative or negative on this proposition: no, 39 percent; yes, 35 percent. But get this; five percent said frankly that they were undecided, while fully 21 percent refused to commit themselves at all. Thus fully 40 percent may be counted as not totally opposed to 7 1/2 percent.

There is a feeling among the editors of *Air Transportation* that a 7 1/2 percent commission to accredited air cargo agents would be possible if there were a franker interchange of ideas and problems among the IATA airlines and the forwarders. No doubt there is ignorance on both sides, but the truth of the matter is that the burden of international shipping experience is on the side of the forwarders. The editors had more than a little proof of this in the remarks offered by some of the airlines.

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For example, one told *Air Transportation* that he disagreed that any airline in the world was paying more than five percent, and pointed to one big irregular airline whose standard rate of commission is the same as IATA's. This created a unanimous haw-haw in the editorial office, for it is common knowledge that not only do a large number of non-skeds pay 7½ percent, but there are a few (and foreign lines are prominently among them) which pay as high as 10 percent.

Another airline on the negative side of the fence stated that the five percent IATA level was quite fair as the steamship commission was "less than one percent." Here again was ignorance in action. Any forwarder will tell you that the steamship rate hovers between 1¼ percent and 2½ percent, and in Europe it's even higher—even as high as the present IATA rate.

On the intelligent side was this statement: "I believe that better than a raise in commission would be a reduction in existing rates to attract a greater volume of commodities."

No forwarder will dispute the last proposition, for it is only in volume business that he can make money. The lower steamship commissions are quite satisfactory to those who can help fill the enormous cargo vessels. No such opportunity exists in air freight at the present time; hence, the cry for a higher commission. Another airline, realizing the difference but adopting an optimistic attitude, declared:

"It is our feeling that as the volume of air freight business increases, the present commission of five percent will be ample."

In a way, the last is an admission that the present volume of air freight business, growing though it is, cannot be satisfactory to the forwarder. As one forwarder recently told *Air Transportation*:

"I'd gladly devote myself entirely to pioneering air freight forwarding, but not when it's going to cost me my bank account."

It has been noted by numerous authorities in the freight forwarding industry that IATA has failed to distinguish clearly the difference between the air cargo agent and the air travel agent. In every instance are they considered alike by the international airline organization except in the matter of commissions where the travel agent is given 7½ percent.

The editors noted one puzzling aspect of the returns on the question

(Concluded on Page 87)

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Watch the
New Wings over the Navy
NAVY DAY. OCT. 27

OCTOBER 1948—PAGE 11



PLAGUE VACCINE to combat a serious epidemic in Europe, going aboard a TransWorld Airline plane.

WHY WE USE AIR FREIGHT

By **ERNEST O. NAGEL**
Traffic Manager
Cutter Laboratories

BECAUSE of the nature of their products, biological firms are relying more and more on the rapid transit and careful handling assured by air freight.

Decreasing costs of shipment have made air freight not only advantageous from a time-saving standpoint, but from a cost-angle as well. Lower rates coupled with savings possible through use of lighter shipping cartons combine to make air transportation possible.

Export business became more feasible when air transport opened the way for quick transit of rapidly out-dating biologicals and pharmaceuticals. On such products as small-pox vaccine—where the expiration date after packaging is only three months—it is vital that the dealer get them quickly in order to have time to sell them before they become outdated. For that reason, about 80 percent of all products exported go via the air lanes.

During the war, air transport was used with a frequency that has increased tremendously during the postwar period. When it was found

that drafts were accepted and paid sooner because of speedier delivery of goods, another reason for use of air transport in export transactions became known.

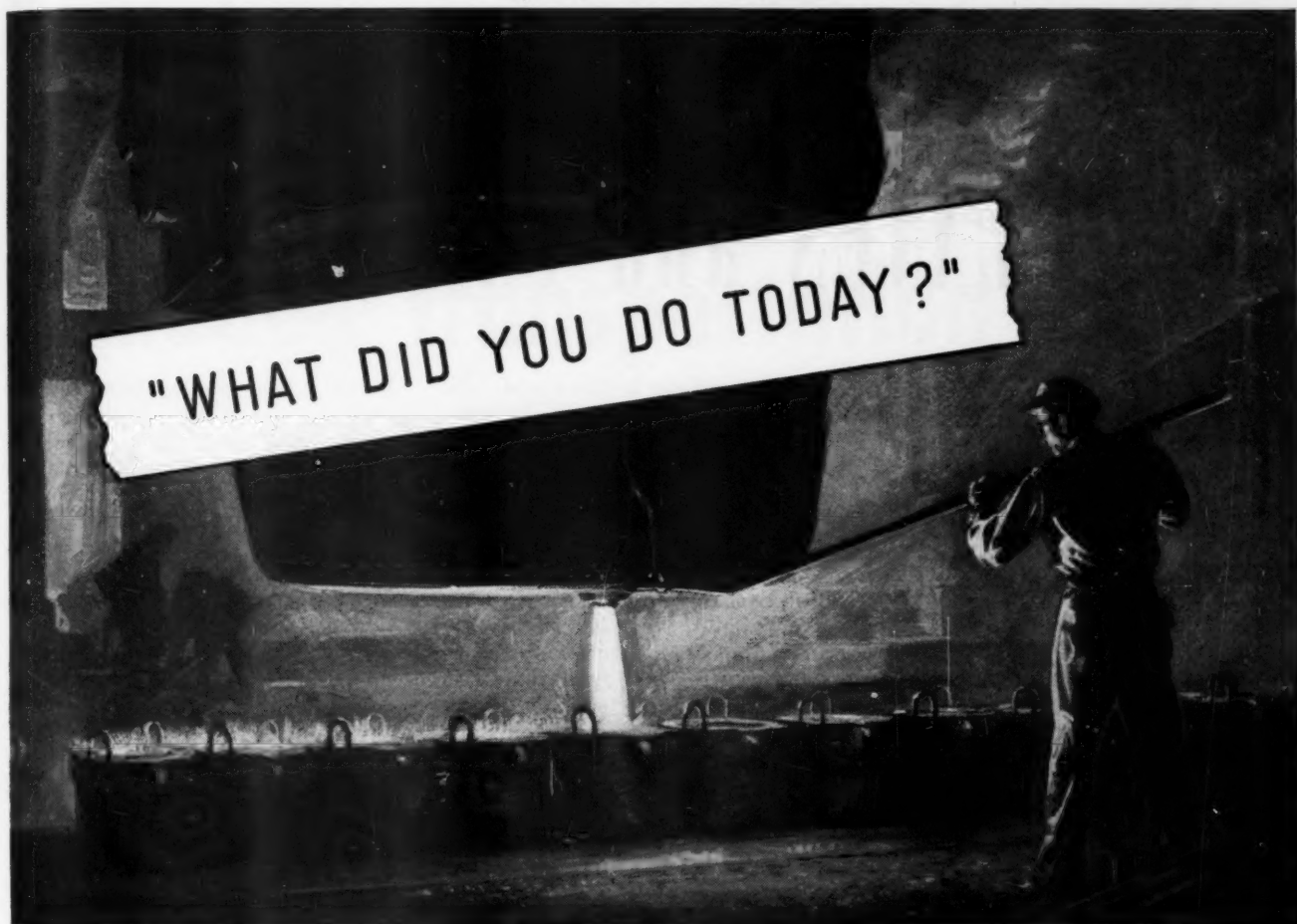
Many drugs and biologicals require refrigeration to maintain potency. An added advantage was discovered in air shipment: it is unnecessary to

(Concluded on Page 103)

ERNEST O. NAGEL



...and the Great Iron-Master Wired back



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200-year old Baltic Exchange's brand new
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Bringing Together PLANES and CARGOES

HITHERTO, high costs have been a powerful barrier to the development of air freightage on an international scale. An engineering firm in, say, South America, which needed new machine tools, would have to give serious consideration before having them flown from Birmingham, England. Similarly, a large store or merchant house in London or Stockholm must hesitate before ordering consignments of out-of-season fruit by air from Italy or Africa. This handicap to the development of a system which is, incidentally, something more than a speedier version of sea transport, is now being reduced by an organization set up in London early this year. This organization bids well to become the world center of the air freight market, for it has behind it the unparalleled experience and machinery of Baltic Exchange, for 200 years the world's center for the chartering of ships.

The *raison d'être* of the Baltic Exchange is that tramp ships of the world and their charterers, irrespective of nationality, find it advantageous to have one exchange or market where an inquiry from both sides is centralized. This is achieved by every tramp shipowner in the world having a representative on the Baltic Exchange, and every potential charterer of a tramp ship having a representative there also. Thus a suitable ship and suitable cargo are brought together quickly and easily, contacts between respective brokers being immediate and continuous.

Such has been the success of arrangements since its inception in the Coffee Houses of the City of London, that voyages arranged on the Exchange are in no sense limited to cargoes to and from the United Kingdom, but cover the requirements of shippers from one foreign port to

another anywhere in the world. Today it is a fact that practically every cargo in the world available to a tramp ship is quoted on the Baltic Exchange, and every tramp ship of the world available for cargo is similarly represented by its broker.

The Air Freight Section of the Baltic Exchange is developing a service on similar lines. It plans that every commercial aircraft operating in the world, and every potential user of such aircraft shall be represented, and in the few months since its formation it has achieved considerable success in this direction that it is claimed that the most worthwhile enquiries in respect of air freight now go through London before being fixed.

Certainly no other organization in the world can utilize resources comparable to those available to the Air Freight Section of the Baltic Exchange, with its 2,000 members and machinery that daily disposes of some 1,250,000 tons of cargo requiring 150 to 700 vessels.

Global Scale

This machinery can be and has been geared also to the parallel task of operating an air freight service on a world scale. It is clear from the size of the structure alone that the Baltic Exchange is well able to solve the problem of matching freights and aircraft to eliminate "dead mileage" on charter flights, and thus reduce rates.

It was stated earlier in this article that cargo transport by air was something more than a speedier version of sea transport. One reason for this is that although air transport obviously precludes range of cargoes carried by sea for example bulk commodities such as coal and grain, it can on the other hand provide for a series of goods which would not be carried by any other means. For

instance, one inquiry recently dealt with by the Baltic Exchange Air Section concerned the carriage of a bowl of goldfish from Rotterdam to New York. Long-distance flying of samples to enable buyers to order by sight, instead of by written description, is another case where the speed of air transport is an advantage.

No air cargo is too novel for consideration by the Baltic Exchange. A full load of live carp recently arrived in England by air from Yugoslavia in a plane that had gone to Budapest with a load of plastic sheeting to be used for making raincoats. Whale steaks have been flown from Norway to Budapest, and pigeons have several times been sent by plane from Britain to races on the Continent. Many tons of cloth have been flown from Lille and Lyons to England for making suits in Bradford. While more and more consignments of fresh fruit and flowers are being transported by plane, carriage of heavy machinery parts is also increasing. Earlier this year a British Halifax airplane flew to Iraq with oil machinery and other equipment, and on the way back took a full cargo from Palestine to Geneva. Transport of valuable horses by air is becoming common and a number are being flown to Britain from several countries for the Olympic Games. Effects of sickness on horses are found to be less by air than by sea.

One factor which will make a major contribution to the world leadership of the Baltic Exchange in air as well as sea freightage, is that voyages cover requirements of charterers and aircraft owners over any part of the world. This service is being put to increasing use with London's aircraft brokers putting more and more foreign aircraft firms into touch with foreign charters.



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AMERICAN AIRLINES

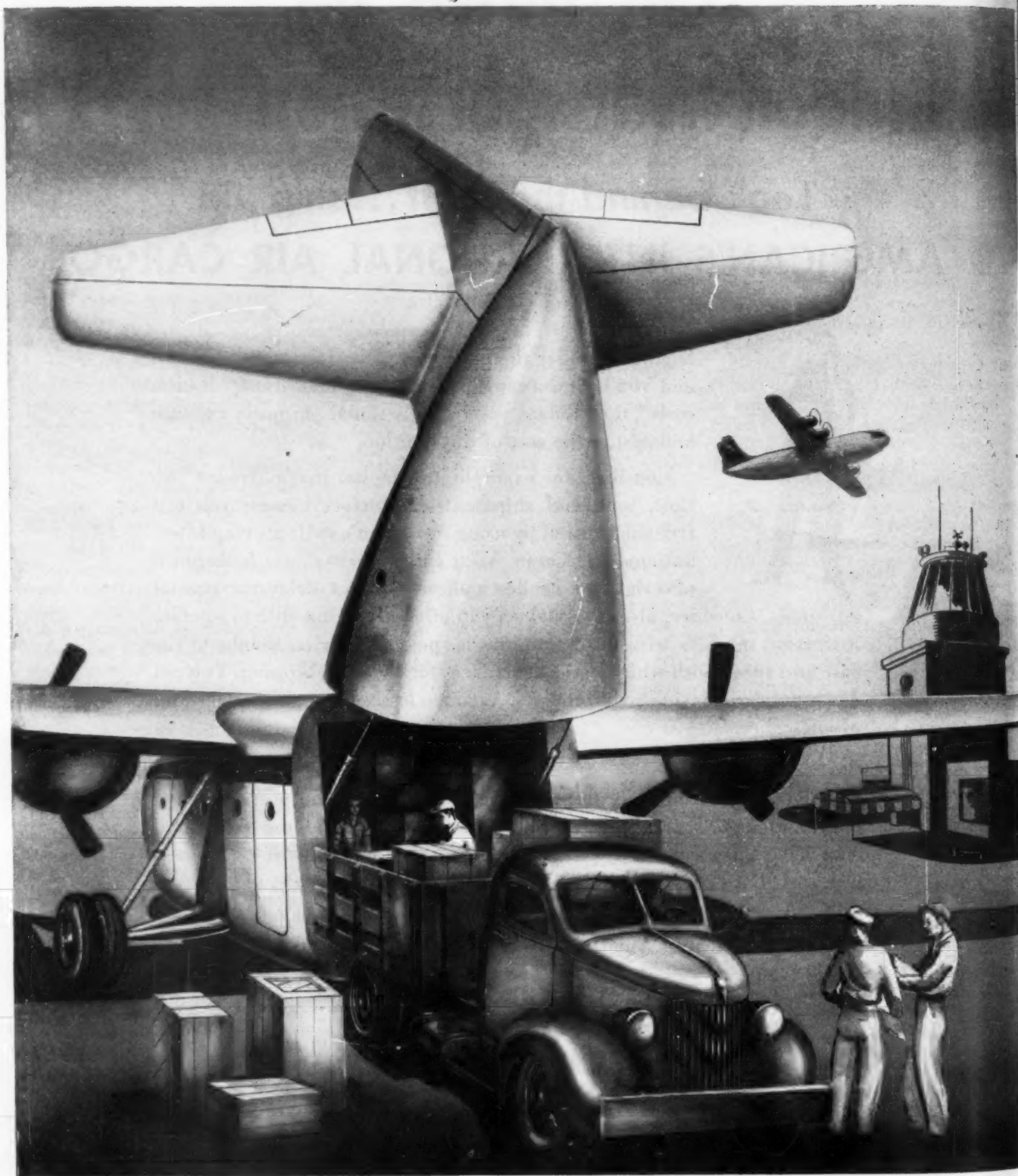
AMERICAN AIRLINES, INC. • AMERICAN OVERSEAS AIRLINES, INC.

"Carrying cargo in today's airplanes," says the author, "is like eating peas with a knife—it's the wrong tool!" Here's an important article on the relationship between . . .

The Airfreighter and the Air Shipper

By J. E. WINCHESTER

Sales Engineer, Airplane Division, Curtiss-Wright Corporation





ESSENTIAL FEATURES of the CW-32 cargoplane are airplane floor at truck bed height, large loading door, and square cargo department.

COMMERCIAL air freight today stands at a crossroad. It can continue bumping along the rough, uneven airline it has been traveling, or it can swing over to the smooth superskyway to bigger profits that is now open. The air shipper will soon have to make up his mind. Built from practically nothing, air freight today has gone just about as far as it can go with the equipment at its disposal. It has come fast—mostly since the end of the recent war. It has led to the formation of new companies whose sole income is derived from freight revenues. The established airlines are depending heavily on it for greater and greater portions of their revenues. Shippers have been quick to grasp the value of transporting their goods by air, and by experience have learned to rely heavily on this new transportation system.

Air cargo is potentially the most dynamic new economic force in the country. New markets have been and are continually being opened, increased savings brought about by this faster and wider distribution system are adding to the shippers' profits.

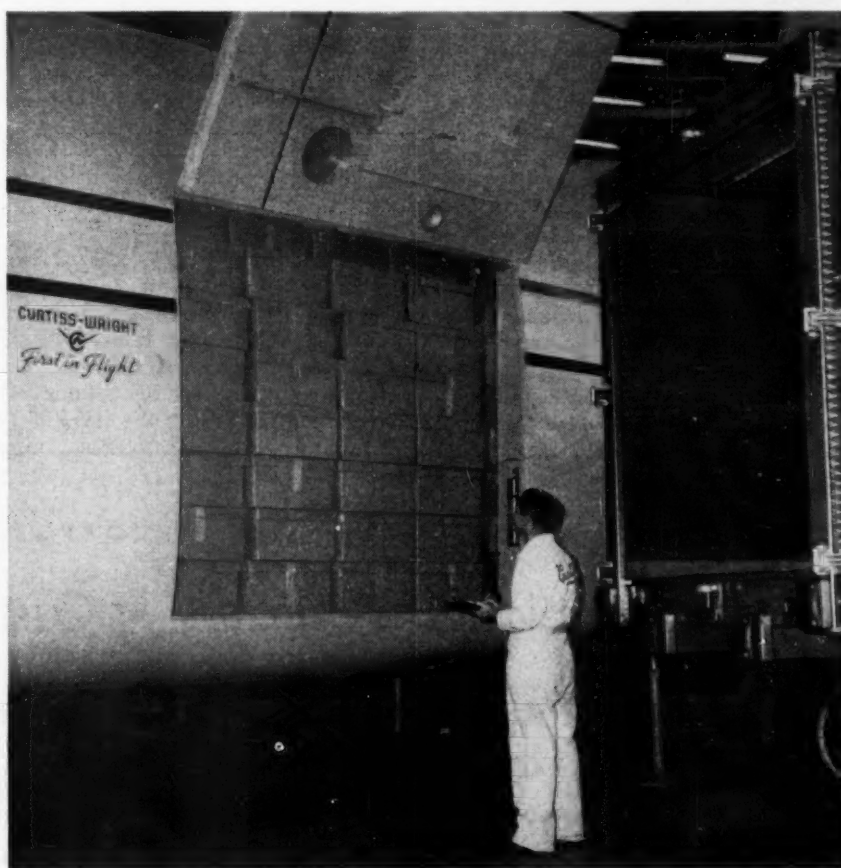
But this is only the beginning. There exists a potential that so far has not even been tapped—a gold mine that could make the Klondike look like street sweepings. Market analysts have hinted at it, cautiously. The airlines sense it. Some shippers recognize it. Sooner or later it will assert itself.

To hasten the day when air freight assumes its rightful place in our

economic system and the shipper moves over to the superskyway, two factors must be considered and solved. First, rates must be lowered. Such reduction is necessary to provide a wider base for traffic expansion, a base which will make possible the moving of a greater variety

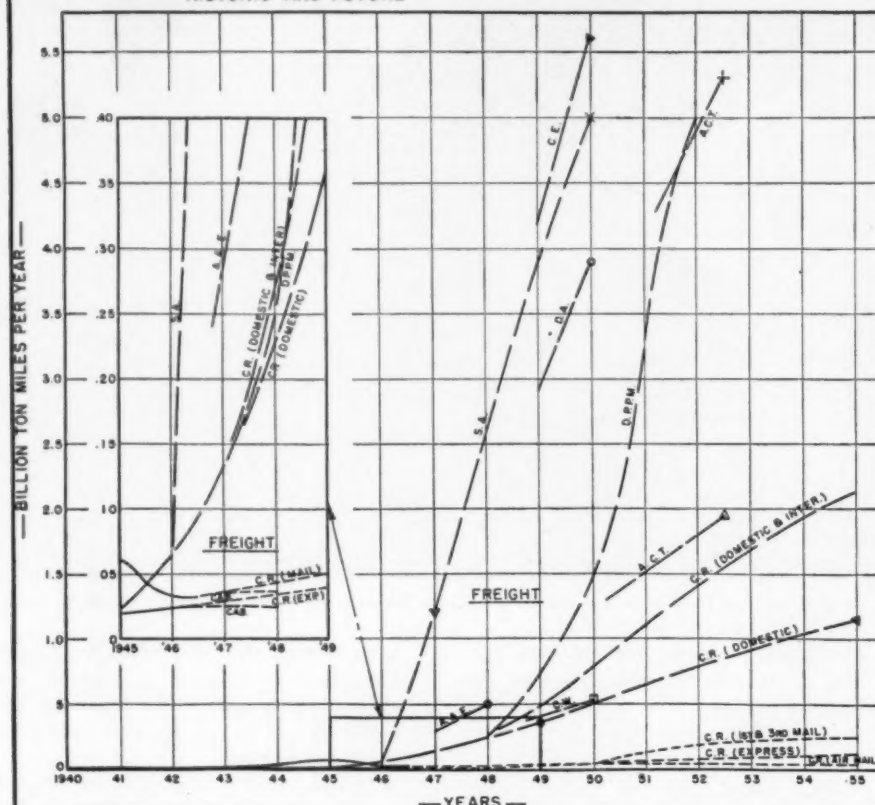
of commodities in greater volume than is now possible. Second, the shipper and consignee must be assured of a more regular and dependable service.

Neither of these objectives can be obtained with present equipment. Today's air cargo is carried in con-



SHOWING full utilization of the freight compartment of the CW-32 (mockup).

AIR CARGO HISTORIC AND FUTURE



verted surplus military aircraft which, in initial concept, were designed for passenger use. The fact that the air freight business has progressed to the extent it has is a tribute to the airlines' ingenuity and perseverance. Carrying cargo in today's airplanes is like eating peas with a knife—it's the wrong tool!

What is needed is a new airplane—one that has been designed for one purpose, that of hauling freight. By taking advantage of the costs saved with such an airplane, rates can be lowered and the traffic potential expanded.

In order to evaluate more fully what can be done—what the shipper

can expect with a true freight airplane—it is desirable to look first at current transportation costs. The following tabulation compares the approximate door-to-door rates for a first-class shipment of 1,500 pounds between New York and Chicago.

Air Freight	\$7.15 cwt
Rail Express	5.89 cwt
Rail — less than carload (LCL)	2.75 cwt
Truck—less than truckload (LTL)	2.73 cwt.

If, as the above shows, a considerable volume of air freight can be moved currently at rates 17.6 percent higher than rail express, what would be the effect on volume of a reduction in rates to the level of (or

even lower than) those of rail express?

It is possible, with a good basic cargo design, to effect a startling reduction in total operating costs, which when passed on to the shipper in reduced rates would bring air freight into direct competition with other forms of transportation. A minimum reduction of five cents per ton-mile can be realized in the total operating cost for an airplane designed for cargo as compared with the passenger conversions in current use. Such a reduction can permit the establishment of first-class air rates 20 percent cheaper than rail

(Continued on Page 92)

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CHEVROLET SEDAN unloaded from a Seaboard and Western Skymaster at Geneva after the long flight from Newark.

A high executive of a successful international air freight line writes of certain dangers in a . . .

SMALL-PARCEL PHILOSOPHY

THE SUCCESS of Operation Vittles and its auxiliary United States-to-Frankfurt airlift has dramatized vividly the vital significance to international trade and to the national defense of an American Merchant Marine of the Air.

By an aerial merchant marine I mean a fleet of all-freight airplanes equipped to carry a maximum load of bulk freight overseas and manned by personnel with adequate training and experience in transoceanic flight.

For too long, aviation and trade circles have thought of the overseas air carriage of property in terms of small packages of lightweight merchandise. This has been a natural misconception generated by an air transportation system which thinks in terms of combination airplanes designed to carry passengers, mail and express.

That type of thinking may be adequate for a passenger-mail-parcel operation. It is completely unrealistic in its application to international air freight.

Typical of the small-parcel philosophy rampant in some circles today are the figures released recently of one day's air export shipments from LaGuardia Field and New York International Airport. Some 1,140

shipments by 12 carriers averaged 40 pounds; 95 percent of the total weighed less than 100 pounds.

An analysis of Seaboard and Western's air export shipments during one month present a startling contrast. Average shipment weighed 855 pounds. Twenty-four percent of these shipments weighed over 1,000 pounds each; six percent weighed between 2,000 and 3,000 pounds; three percent over 5,000 pounds, and two percent over 10,000 pounds.

Indicative of the variety in type, size and weight of air shipments to Europe is a recent S&W flight to Europe which carried two aircraft engines weighing 3,500 pounds each, 2,500 pounds of wearing apparel, 2,000 pounds of raw furs, 1,000 pounds of medical supplies, a casket weighing 875 pounds, and a set of four oil paintings weighing 685 pounds.

On other occasions, the airline has carried a Chevrolet automobile, two small airplanes weighing 3,600 pounds, a 9,200-pound piece of dredging equipment, an 8,736-pound shipment of machine parts, a 3,300-

By ARTHUR V. NORDEN
Executive Vice President
Seaboard and Western Airlines

TWO-TON crated turbine loaded aboard cargo plane for quick transport to Europe.



pound generator unit, 9,000 pounds of steamship boiler tubes, and a 2,000-pound Diesel engine cylinder.

It has transported other individual shipments of over 1,000 pounds of heavy merchandise including fire brick and chrome ore, electric coils for turbo machinery, electrical equipment and supplies, aircraft parts and maintenance equipment, automotive parts and tools, oil burners, magnets, chemicals, steam turbine parts, and a wide variety of livestock and domestic pets. None of these freight shipments could have moved on a combination passenger-mail-express airplane.

Early Concept Outgrown

Exporters are outgrowing their early concept of air shipment as a transport medium in an emergency, or for high-cost merchandise. A recent Port of New York Authority survey revealed that more than 30 percent of a day's exports were valued at less than one dollar a pound.

Seaboard's wearing apparel shipments have been largely in the low and medium priced field, including cotton underwear, \$7.50 a dozen; overcoats, \$22.50; shoes, \$3.50 a pair; \$12 raincoats; and \$8.50 rayon dresses.



Arthur V. Norden

As business men and exporters here and abroad are educated to the economies of air freight for bulk commodities, traffic across the North Atlantic will continue to expand. And as traffic steps up, air freight carriers will be able to bring their rates within economic range of additional segments of the export-import trade.

At present air freight tariff levels,

there are too many shippers, economic advantages which reach beyond a superficial comparison with surface shipping rates:

- Increased turnover of capital investment.
- Lower insurance, handling, storage, and packing costs.
- Reduction in inventories and a corresponding reduction in tie-up of capital investment, with resulting savings in interest and warehousing charges.
- Reduction in risk due to exchange fluctuations.
- Direct shipment to inland cities.
- Seasonal markets may be reached quickly to take advantage of top prices.
- Permits streamlining of a distribution set-up with resulting savings in sales and warehousing expenses.

Need For Development

Despite the rapid development of air freight facilities in the last year, America's Merchant Marine of the Air is still in the infant stage of its development. This was dramatically illustrated in connection with the

(Continued on Page 95)



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Dick Kirschtbaum
AIR
TRANSPORTATION

The next time you're in your favorite seafood house enjoying the palate-warming tastiness of your dish, there's a good chance it's a . . .



Harry Lee gives some fine points on airborne crustaceans to Marie Berry

FLYING LOBSTER

By BOB KENNEY

CONSIDER the poor lobster: Not only does he get tricked and trapped. Not only does he get rudely jerked from his native habitat. Not only does he get boiled alive. Not only does he get eaten. . .

But now he gets airsick besides.

Cause of the lobster's latest discomfiture is a group of enterprising ex-GIs down East in Maine. As Air Lanes, Inc., they have put two surplus Martin PBM-5 *Mariners* to a unique and highly profitable use, transferring tons of lobsters weekly from Newfoundland traps to dinner plates in New York and Boston.

This Flying Lobster route stretches from Rockland, in the heart of northeast Maine's lush vacationland, 850 air miles over the choppy Bay of Fundy, the cold Atlantic Ocean, and desolate timber-covered areas, to the tiny fishing village of Lewisporte, on the far shores of Newfoundland.

Harry Lee, 36-year-old entrepreneur of this strange operation, says the Martin flying boats couldn't be more suitable for the purpose if they'd been specially designed.

"Another outfit tried flying lobsters down last year by landplanes," Lee, a former Marine officer and son-in-law of a New York Supreme Court justice, explained. "But it didn't work. The lobsters were out of water too long while the plane was being

loaded and unloaded at airports, and they spoiled."

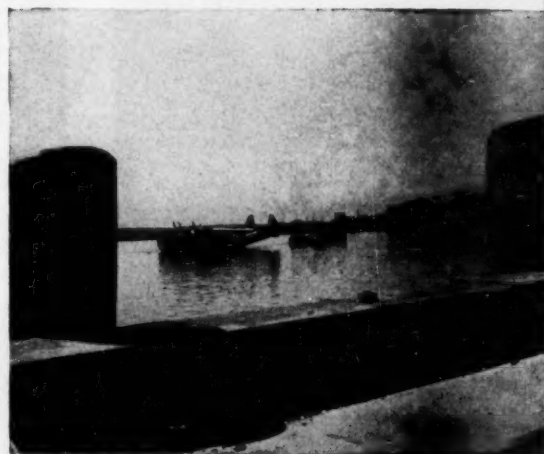
The *Martin Mariners* permit Air Lanes to load lobsters literally right out of the fishermen's traps, fly them quickly to a ready market, and have them back in fresh salt water almost before they've lost a breath.

It's this speed that brings about the profit in flying lobsters. Actually, the crustaceans are out of water less than eight hours—too short a period for spoilage—and Lee is able to obtain premium prices in New York and Boston for lobsters caught one day and eaten the next.

This year, from the middle of May until late July—the normal lobster season—the Flying Lobster planes carried about 120,000 pounds of the ambling sea animals. Next year, with the organization working more smoothly as a result of this year's experience, Lee expects to haul as many as 500,000 pounds—a lot of tasty claws on anybody's dinner table.

Barring the somewhat unusual cargo, the flying lobster operation is a fairly simple one—a "milk run" in the words of the youngsters who crew the big flying boats.

You're rocking along the white-capped harbor at Rockland shortly after 8 a.m., and almost before you've leveled the *Mariner* off, you're



1. At Rockland, before the start



2. Airborne, over Newfoundland's coast



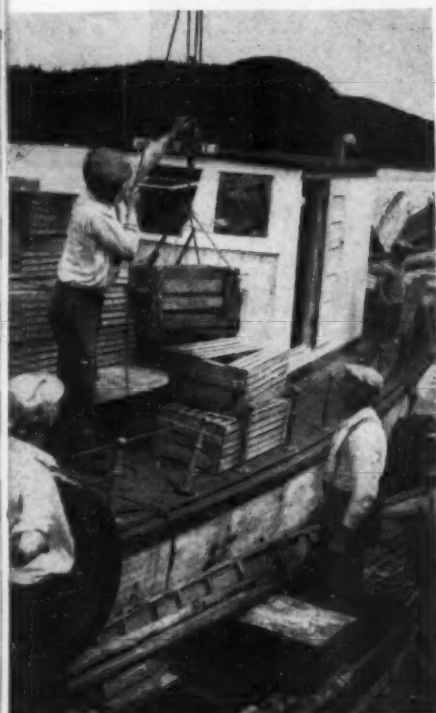
3. Lewisporte, northern terminus



4. Mariner refueling at the Lewisporte pier



5. Lobsters are snared in a wooden trap



6. Now the lobsters are weighed in



7. Floating cars take lobsters after weighing



8. Netfuls of lobsters transferred to crates



9. Slowly the car is being emptied



10. Crates loaded on small boat from launch

over Bar Harbor and headed for the Bay of Fundy. Three hours later, you break down through the overcast which is virtually standard all along the route and the rugged crags of Newfoundland loom out of the fog. After a two-hour crossing of Newfoundland's interior—an almost endless panorama of lakes and forests—the *Mariner* swings downwind, and in a minute you're scooting along to a water landing, with the quaint, simple fishing community of Lewisporte coming at you fast.

The surrounding pictures made on the scene by Lee Dougherty, Glenn L. Martin Company photographer, tell the story.

Everybody has fun but the lobsters. And even they get in some good nips, once in a while.

Mariner accepts lobster cargo at night



Train of crates towed to shore



12. Crates arranged inside flying boat



13. At Rockland crates are dumped



15. Here's how lobsters are graded



16. Of course, lobsters need ice



One way of inspecting crustaceans



18. Into the truck, restaurant-bound



19. Journey's end—Flying Lobster Restaurant.

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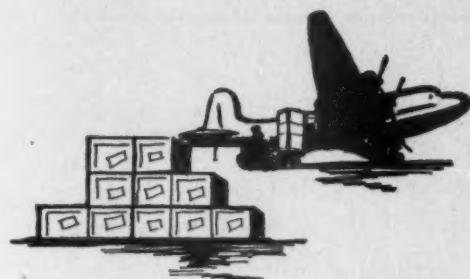
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- ★ IATA-RECOGNIZED AIR CARGO AGENTS
- ★ DOMESTIC AIR PARCEL POST RATES
- ★ AIR FREIGHT FORWARDERS REGULATIONS
- ★ INTERNATIONAL AIR MAIL RATES
- ★ UNITED STATES CERTIFICATED AIRLINES
- ★ UNITED STATES AIRLINE DISTANCES
- ★ UNITED STATES IRREGULAR and AIR FREIGHT AIRLINES
- ★ INSURANCE RATES FOR AIR SHIPMENTS
- ★ INTERNATIONAL AIRLINE DISTANCES
- ★ FOREIGN AIRLINES OF THE WORLD
- ★ INTERNATIONAL AIR PARCEL POST RATES
- ★ UNITED STATES AIR TRANSPORTATION SYSTEM
(ROUTES PERMANENTLY CERTIFICATED)
- ★ INTERNATIONAL ROUTES OF UNITED STATES
AIR CARRIERS
- ★ ROUTES OF FOREIGN AIR CARRIERS
OPERATING TO THE UNITED STATES
- ★ INTERNATIONAL AIR CARGO RATES

A DISTINCTIVE SERVICE FOR THOSE WHO SHIP BY AIR

How to Become an IATA-Recognized Air Cargo Agent

THE PROCESS whereby a bona fide foreign freight forwarder can become recognized as an authorized cargo agent for airline members of the International Air Transport Association—and thereby entitled to five percent brokerage—is a simple and straightforward one.

Briefly, becoming eligible to do business as an air cargo agent for IATA member carriers involves sponsorship by a member carrier and screening and bonding by the IATA Traffic Conference. The specific steps are these:

1. The prospective cargo agent secures a copy of the IATA agency certification questionnaire, which is available from IATA member carriers.

2. He answers the questionnaire on his own letterhead and signs an undertaking that he is willing to be bonded under the IATA blanket bonding plan and to pay a nominal agency fee.

3. He submits these with his check to the IATA member carrier whom he wishes to sponsor his application.

4. The sponsoring carrier sends the application on to the Secretary of the IATA Traffic Conference, who brings it before the next meeting of the Agency Sub-Committee of the Conference.

5. If the application is approved by the Agency Sub-Committee, the applicant will receive a numbered certificate which states

that he is an authorized cargo representative of members of IATA.

The certification puts the cargo agent on the eligible list from which members of IATA may make their appointments of agents. The agent then negotiates directly with each carrier with whom he wants to do business on the basis of the IATA Sales Agency Agreement. The one certification makes it possible for him to deal with all IATA members if he and they so desire. An individual Sales Agency Agreement must be signed with each carrier.

The cost of certification to the cargo agent covers the cost of a \$100,000 bond and its incidental administrative expenses. The agency fee is \$30 for the agent's principal office and \$10 for each additional office.

Where an agent has more than one office, the application should be made by the head office and routed through the Secretary of the Tariff Conference area in which that office is located. The certification will cover branch offices as well, although where branches are located in another Conference area, that Conference has the privilege of voicing its objection to the approval of such branches.

It should be noted that the foregoing has no bearing on any arrangements a foreign freight forwarder may have with non-IATA airlines.

NOTE: In the interest of having only bona fide foreign freight forwarders operating as IATA-recognized air cargo agents, the Customs Brokers and Forwarders Association of America, Inc., national industry organization, has offered the IATA to publicize the firm names of agency applicants in the CBFAA Bulletin. In this manner, firms of questionable background could be spotted by CBFAA members and reported to the IATA. No official decision on the proposal has been reached.

AIR CARGO AGENTS

**Officially Approved by the
International Air Transport Association**

(The following freight forwarding firms have been approved by the International Air Transport Association and serve as official cargo agents for the member airlines. As such these forwarders are entitled to receive brokerage on all international air transport shipments. The symbol (*) indicates that the firm is a member of the Customs Brokers and Forwarders Association of America, Inc.)

UNITED STATES

ABILENE, TEXAS

Acme Fast Freight, Inc.
641 South 2nd Street

AKRON, OHIO

Acme Fast Freight, Inc.
Mill & South Summit St.

ALBANY, NEW YORK

Freedman & Slater, Inc.
50 State Street

ALBUQUERQUE, NEW MEXICO

Acme Fast Freight, Inc.
110 East New York Ave.

ALEXANDRIA, LOUISIANA

Acme Fast Freight, Inc.
400 Tenth Street

ALLENTOWN, PENNSYLVANIA

Acme Fast Freight, Inc.
321 Hamilton Street

AMARILLO, TEXAS

Acme Fast Freight, Inc.
420 Barfield Bldg.

ATLANTA, GEORGIA

Acme Fast Freight, Inc.
101 Marietta Street
American Express Company
121 Peachtree Street, N. E.
J. C. Matthews
99 Walton Street, N. W.

AUSTIN, TEXAS

Acme Fast Freight, Inc.
1001 East 5th Street

BALTIMORE, MARYLAND

Acme Fast Freight, Inc.
East Madison St. and Guilford Ave.
American Express Company
213 North Charles Street

ANDREWS AND COMPANY, INC., D. C.

203 Stewart Building
Saratoga 7606 (see adv.)

BEHRING SHIPPING COMPANY

652 O'Sullivan Building
Plaza 4742 (see adv.)

Chasco, Inc.

509 Tower Building

CONNOR, JOHN S.

National Marine Bank Bldg.
Plaza 4787 (see adv.)

Dyson Shipping Company, Inc.
Gay and Lombard Streets
R. G. Hobelmann and Company
410 National Marine Bank Building
International Expeditors, Inc.
Sharp and Lee Streets
Universal Transcontinental Corporation
Centre Street and Guilford Avenue

*SAMUEL SHAPIRO AND COMPANY

29 South Gay Street
Lexington 0540 (see adv.)

BATON ROUGE, LOUISIANA

Acme Fast Freight, Inc.
101 May Glover Street

BEAUMONT, TEXAS

Acme Fast Freight, Inc.
1101 South Street

BINGHAMTON, NEW YORK

Acme Fast Freight, Inc.
11 Brandywine Avenue

BIRMINGHAM, ALABAMA

Acme Fast Freight, Inc.
115-13th Street North

BLACK ROCK, NEW YORK

Acme Fast Freight, Inc.
445 Tonawanda Street

BOISE, IDAHO

Acme Fast Freight, Inc.
223 South 23rd Street

BOSTON, MASSACHUSETTS

Acme Fast Freight, Inc.
103-107 Federal Street
American Express Company
378 Boylston Street

ANDREWS AND COMPANY, INC., D. C.

131 State Street
Hubbard 7082 (see adv.)

Beacon Exporting Company

182 Beacon Street

Cook & Son, Inc. Thomas

421 Boylston Street

Davies, Turner & Co.

89 Broad Street

Fernandez & Company, P. C.

50-52 Broad Street

*Gallozzi & Company

193 Hanover Street

*GARVEY COMPANY, M. H.

141 Milk Street
Hancock 6-3450 (see adv.)

Kutrubes & Co., Prokos P.

320 Tremont Street

*Lambert Co., Inc. H. P.

148 State Street

POWELL COMPANY, C. H.

88 Broad Street
Hancock 6-2420 (see adv.)

Personal Air Freight Co.
Logan International Airfield
Proctor Company, W. N.
40 Broad Street

BOUND BROOK, NEW JERSEY

Acme Fast Freight, Inc.
Lehigh Valley Freight Station

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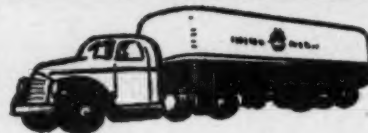
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3	60		8					
4	65		14					
5	70		24					
6	75		33					
7	75		45					
8	80		55					
Weight	Zones		Zone		Zone		Zone	
	1 and 2	3	4	5	6	7	8	
Over 8 ounces to—								
1 pound	\$0.55	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80	
2 pounds	.59	.63	.79	.94	1.08	1.20	1.45	
3 pounds	.62	.76	.93	1.18	1.41	1.65	2.10	
4 pounds	.67	.84	1.07	1.42	1.74	2.10	2.75	
5 pounds	.71	.92	1.21	1.66	2.07	2.55	3.40	
6 pounds	.75	1.00	1.35	1.90	2.40	3.00	4.05	
7 pounds	.79	1.08	1.49	2.14	2.73	3.45	4.70	
8 pounds	.83	1.16	1.63	2.38	3.06	3.90	5.35	
9 pounds	.87	1.24	1.77	2.62	3.39	4.35	6.00	
10 pounds	.91	1.32	1.91	2.86	3.72	4.80	6.65	
11 pounds	.95	1.40	2.05	3.10	4.05	5.25	7.30	
12 pounds	.99	1.48	2.19	3.34	4.38	5.70	7.95	
13 pounds	1.03	1.56	2.33	3.58	4.71	6.15	8.60	
14 pounds	1.07	1.64	2.47	3.82	5.04	6.60	9.25	
15 pounds	1.11	1.72	2.61	4.06	5.37	7.05	9.90	
16 pounds	1.15	1.80	2.75	4.30	5.70	7.50	10.55	
17 pounds	1.19	1.88	2.89	4.54	6.03	7.95	11.20	
18 pounds	1.23	1.96	3.03	4.78	6.36	8.40	11.85	
19 pounds	1.27	2.04	3.17	5.02	6.69	8.85	12.50	
20 pounds	1.31	2.12	3.31	5.26	7.02	9.30	13.15	
21 pounds	1.35	2.20	3.45	5.50	7.35	9.75	13.80	
22 pounds	1.39	2.28	3.59	5.74	7.68	10.20	14.45	
23 pounds	1.43	2.36	3.73	5.98	8.01	10.65	15.10	
24 pounds	1.47	2.44	3.87	6.22	8.34	11.10	15.75	
25 pounds	1.51	2.52	4.01	6.46	8.67	11.55	16.40	
26 pounds	1.55	2.60	4.15	6.70	9.00	12.00	17.05	
27 pounds	1.59	2.68	4.29	6.94	9.33	12.45	17.70	
28 pounds	1.63	2.76	4.43	7.18	9.66	12.90	18.35	
29 pounds	1.67	2.84	4.57	7.42	9.99	13.35	19.00	
30 pounds	1.71	2.92	4.71	7.66	10.32	13.80	19.65	
31 pounds	1.75	3.00	4.85	7.90	10.65	14.25	20.30	
32 pounds	1.79	3.08	4.99	8.14	10.98	14.70	20.95	
33 pounds	1.83	3.16	5.13	8.38	11.31	15.15	21.60	
34 pounds	1.87	3.24	5.27	8.62	11.64	15.60	22.25	
35 pounds	1.91	3.32	5.41	8.86	11.97	16.05	22.90	
36 pounds	1.95	3.40	5.55	9.10	12.30	16.50	23.55	
37 pounds	1.99	3.48	5.69	9.34	12.63	16.95	24.20	
38 pounds	2.03	3.56	5.83	9.58	12.96	17.40	24.85	
39 pounds	2.07	3.64	5.97	9.82	13.29	17.85	25.50	
40 pounds	2.11	3.72	6.11	10.06	13.62	18.30	26.15	
41 pounds	2.15	3.80	6.25	10.30	13.95	18.75	26.80	
42 pounds	2.19	3.88	6.39	10.54	14.28	19.20	27.45	
43 pounds	2.23	3.96	6.53	10.78	14.61	19.65	28.10	
44 pounds	2.27	4.04	6.67	11.02	14.94	20.10	28.75	
45 pounds	2.31	4.12	6.81	11.26	15.27	20.55	29.40	
46 pounds	2.35	4.20	6.95	11.50	15.60	21.00	30.05	
47 pounds	2.39	4.28	7.09	11.74	15.93	21.45	30.70	
48 pounds	2.43	4.36	7.23	11.98	16.26	21.90	31.35	
49 pounds	2.47	4.44	7.37	12.22	16.59	22.35	32.00	
50 pounds	2.51	4.52	7.51	12.46	16.92	22.80	32.65	
51 pounds	2.55	4.60	7.65	12.70	17.25	23.25	33.30	
52 pounds	2.59	4.68	7.79	12.94	17.58	23.70	33.95	
53 pounds	2.63	4.76	7.93	13.18	17.91	24.15	34.60	
54 pounds	2.67	4.84	8.07	13.42	18.24	24.60	35.25	
55 pounds	2.71	4.92	8.21	13.66	18.57	25.05	35.90	
56 pounds	2.75	5.00	8.35	13.90	18.90	25.50	36.55	
57 pounds	2.79	5.08	8.49	14.14	19.23	25.95	37.20	
58 pounds	2.83	5.16	8.63	14.38	19.56	26.40	37.85	
59 pounds	2.87	5.24	8.77	14.62	19.89	26.85	38.50	
60 pounds	2.91	5.32	8.91	14.86	20.22	27.30	39.15	
61 pounds	2.95	5.40	9.05	15.10	20.55	27.75	39.80	
62 pounds	2.99	5.48	9.19	15.34	20.88	28.20	40.45	
63 pounds	3.03	5.56	9.33	15.58	21.21	28.65	41.10	
64 pounds	3.07	5.64	9.47	15.82	21.54	29.10	41.75	
65 pounds	3.11	5.72	9.61	16.06	21.87	29.55	42.40	
66 pounds	3.15	5.80	9.75	16.30	22.20	30.00	43.05	
67 pounds	3.19	5.88	9.89	16.54	22.53	30.45	43.70	
68 pounds	3.23	5.96	10.03	16.78	22.86	30.90	44.35	
69 pounds	3.27	6.04	10.17	17.02	23.19	31.35	45.00	
70 pounds	3.31	6.12	10.31	17.26	23.52	31.80	45.65	

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(Concluded on Page 69)

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AIR FREIGHT FORWARDERS REGULATIONS

(Effective October 15, 1948)

(a) **CLASSIFICATION.** There is hereby established a classification of air carriers who are not directly engaged in the operation of aircraft in air transportation (herein referred to as "indirect air carriers") to be designated as "air freight forwarders." An air freight forwarder shall be defined to mean any person engaging indirectly in air transportation of property only, and who, in the ordinary and usual course of his undertaking, 1. assembles and consolidates or provides for the performance of break-bulk and distributing operations with respect to such consolidated shipments, 2. assumes responsibility for the transportation of such property from the point of receipt to point of destination, and 3. utilizes for the whole or any part of the transportation of such shipments, the services of a direct air carrier subject to the Act.

(b) **EXEMPTION.** Subject to the other provisions of this section, air freight forwarders are hereby relieved from the provisions of Title VI of the Act and from all provisions of Title IV of the Act, other than the following:

- (1) Subsection 401(1) (Compliance with Labor Legislation);
- (2) Section 403 (Tariffs);
- (3) Subsection 404(a) (Carrier's Duty to Provide Service, etc.), insofar as said subsection requires air carriers to provide safe service, equipment and facilities in connection with air transportation, and to establish, observe, and endorse just and reasonable individual rates, fares and charges, and just and reasonable classifications, rules, regulations and practices relating to air transportation;
- (4) Subsection 404(b) (Discrimination);
- (5) Subsection 407(a) (Filing of Reports); **provided**, that no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said subsection 407(a) shall be applicable to air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;
- (6) Subsection 407(b) (Disclosure of Stock Ownership);
- (7) Subsection 407(c) (Disclosure of Stock Ownership by Officers or Directors);

- (8) Subsection 407(d) (Form of Accounts); **provided**, that no provision of any rule, regulation, term, condition, or limitation prescribed pursuant to said subsection 407(d) shall be applicable to air freight forwarders unless such rule, regulation, term, condition, or limitation expressly so provides;
 - (9) Subsection 407(e) (Inspection of Accounts and Property);
 - (10) Section 408 (Consolidation, Merger, and Acquisition of Control);
 - (11) Section 409 (Prohibited Interests);
 - (12) Section 410 (Loans and Financial Aid);
 - (13) Section 411 (Methods of Competition);
 - (14) Section 412 (Pooling and Other Agreements);
 - (15) Section 413 (Form of Control);
 - (16) Section 414 (Legal Restraints);
 - (17) Section 415 (Inquiry into Air Carrier Management); and
 - (18) Section 416 (Classification and Exemption of Carriers).
- (c) **DURATION.** The temporary authority provided by this section shall continue in effect until such time as the Board shall find that the exemption accorded herein is no longer in the public interest, but in no event longer than five years from the effective date of this regulation.

(d) LIMITATIONS.

(1) **Use of aircraft.** In respect to operations conducted pursuant to the authority provided in this section no air freight forwarder shall ship property by air except upon aircraft operated in common carriage 1. by Small Irregular Carriers (as defined in §292.1 of the Economic Regulations) or 2. by air carriers whose tariffs for the transportation services thus utilized have been filed with the Board.

(2) **Prohibition.** No freight forwarder shall ship property as an air carrier in air transportation except between places in the continental United States.

(e) LETTERS OF REGISTRATION.

(1) **Necessity for Letter of Registration.** No person shall engage in air transportation pursuant to the exemption granted by this section unless there is in force with respect to such person a Letter of Registration issued by the Board.

(2) **Application for Letter of Registration.** Any person other than those specified in paragraph (h) hereof desiring to engage in operations as an air freight forwarder may apply to the Board for a Letter of Registration authorizing the conduct of such operations. Such application shall be submitted in duplicate in letter form, shall be certified to by a responsible official of such carrier as being correct, and shall contain the following information: 1. date; 2. name; 3. mailing address; 4. location of principal office; 5. if a corporation, the place of incorporation, the name and citizenship of officers and directors, and a statement that at least 75 per cent



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Preservation of Records

§202.3 does not contain any provision for the preservation of records by air freight forwarders who are being authorized to operate for the first time by virtue of the adoption of 292.6 of Economic Regulations concurrently herewith. It is the purpose of this amendment to require the retention and preservation of certain basic documents evidencing air freight forwarding operations in order to assist the Board in the enforcement of the new regulation.

In consideration of the foregoing the Civil Aeronautics Board has amended 202.3 of the Economic Regulations, effective October 15, 1948, as follows:

1. By adding a paragraph 202.3 (e) to read as follows:

(e) **PRESERVATION OF RECORDS BY AIR FREIGHT FORWARDERS.**

(1) Records to be preserved for one year. All freight forwarders as defined in 292.6 of the Economic Regulations shall retain and preserve the following records and documents for a period of one year, unless otherwise ordered by the Board:

1. shipping documents—airway bills, bills of lading, cargo manifests, receipts, exchange orders, invoices and similar evidences of shipping transactions;

2. information to agents and representatives—bulletins, circulars and all instructions to traffic soliciting personnel;

3. information to the public—press releases, paid advertisements, pamphlets, brochures, circulars, and bulletins;

4. agreements—agreements, contracts, documents and memoranda evidencing any arrangement with agents and representatives, with direct air carriers, with other freight forwarders, or with agents and representatives thereof;

5. correspondence—all correspondence relating to any of the foregoing.

(2) **Administrative and Financial Records.** All air freight forwarders shall retain their administrative and financial records and insurance and claim records as specified and referred to in paragraph (d) above for the periods indicated therein.

tum of the voting interest is owned or controlled by persons who are citizens of the United States or one of its possessions; 6. the names of the largest stockholders, not exceeding 20, who hold, individually, 1 percent or more of the voting capital stock of the applicant; 7. if an individual or partnership, the name and citizenship of the owner or partners, and a statement of the respective interests of each; 8. a financial statement showing assets and liabilities as of the date of the application, and a statement showing the types and the amount of insurance, if any, which is in force for the protection of the forwarder's customers, employees, and the public and the name or names of the insurer; 9. whether or not any of the persons required to be listed under 5, 6, and 7, above has at any time been issued, either in his own name or some other name, any Letter of Registration or other license or operating authority by the hand, either as an irregular air carrier or air freight forwarder or otherwise, or is, or has been, affiliated as owner, partner, officer, director or stockholder holding a controlling interest, with any other air carrier or carriers, either certificated or noncertificated, direct or indirect, together with the names of such other air carrier or carriers; 10. a statement that the reports describing the shares of stock or other interests held by each officer and each director in any air carrier, in any person engaged in any phase of aeronautics, or in any common carrier, and in any person whose principal business, in purpose or fact, is the holding of stock in, or control of, air carriers, other persons engaged in any form of aeronautics, or common carriers, have been filed as required by §280.1 of the Economic Regulations; and 11. such other additional information pertinent to applicant's activities as may be requested by the Board with respect to any individual application.

(3) **Issuance of Letter of Registration.**

(i) If, after the filing of an application for a Letter of Registration, it appears that the conduct of air freight forwarder operations by the applicant will not be inconsistent with the public interest the applicant will be notified and advised that upon the filing of a valid tariff a Letter of Registration will be issued to such applicant. Subject to the restrictions provided herein and upon the receipt by the Board of such a valid tariff a Letter of Registration shall forthwith be issued to the applicant. If it appears that the granting of such Letter may not be consistent with the public interest, the Board shall notify the applicant of its findings in this respect, and will inform the applicant by letter that the Board does not believe that the applicant has made a proper showing of public interest. Thereupon, applicant may file with the Board a petition for leave to withdraw the application, or may request that the application be assigned for hearing, or

may submit, within such reasonable time as may be established by the Board, such additional information as applicant believes will result in a showing of public interest.

(ii) In the event additional information is submitted, the Board on its own initiative, may assign the application for hearing or without notice or hearing enter an order of approval or an order of disapproval in accordance with its determination of the public interest.

(4) **Effective Period.** Each Letter of Registration shall become effective only upon the date specified therein and shall continue in effect until suspended or revoked, or during such period as the authority provided by this section shall remain in effect.

(5) **Restrictions on Issuance of Letter of Registration.** No Letter of Registration will be issued to any freight forwarder which has, or proposes to have, as owner, partner, officer, director, or stockholder holding a controlling interest, any person who is or has been connected in any such capacity with any other air freight

forwarder, irregular air carrier, or noncertificated cargo carrier, if such forwarder or carrier was subject to suspension action by the Board at the time of such connection, unless the Board finds that the public interest and applicant's intention and ability to conform to the provisions of the Act and requirements thereunder are not adversely affected by such relationship or former relationship. A forwarder of carrier shall be considered to be subject to suspension action within the meaning of this provision if it conducts unauthorized operations which subsequently form the basis for Board action looking toward the revocation or suspension of its Letter of Registration.

(6) **Conditions of a Letter of Registration.** No air freight forwarder shall have and retain as an owned, partner, officer, director or stockholder holding a controlling interest, any person who was, or is, affiliated in any of said capacities with any other air freight forwarder, irregular air carrier or noncertificated cargo carrier under the circumstances set forth in the preceding paragraph (5) unless it has been shown to the Board by such air freight forwarder, irregular air carrier or noncertificated cargo carrier, and the Board finds, that the public interest and the carrier's intention and ability to conform to the provisions of the Act and requirements thereunder will not be adversely affected thereby.

(7) **Nontransferability of Letter of Registration.** A Letter of Registration shall be nontransferable and shall be effective only with respect to the person named therein.

(8) **Suspension of Letter of Registration.** Letters of Registration shall be subject to immediate suspensions when, in the opinion of the Board, such action is required in the public interest. Letters of Registration shall be further subject to suspension upon complaint, or upon motion of any person showing an interest therein, or upon the Board's own initiative, after not less than 10 days notice to the air freight forwarder, but without hearing or further proceedings, for failure to comply with the provisions of the Act or with any order, rule or regulation issued thereunder, or with any term, condition or limitation of any authority issued thereunder. Such suspension shall continue until the Board finds that such suspended air freight forwarder has complied with

Forms of Reports of Financial and Operating Statistics

THE requirements of §202.1 are not at present applicable to air freight forwarders since that section does not expressly so provide. The proposed section would expressly require reports of certain specified data and statistics, and information on insurance by air freight forwarders. The purpose of this amendment is to specify the details of these reporting requirements for air freight forwarders. The following amendment of 202.1(d) of the Economic Regulations requires the submission of a statistical report containing both financial data and data concerning property shipments and a statement on the amount of insurance in effect with respect to an air freight forwarder's operations. These requirements are designed to secure information which will enable the Board to evaluate the service rendered by these carriers and thus aid in the administration of the Act. Insofar as reports on insurance are concerned they will assist in the enforcement of the Act.

Here is the new paragraph 202.1(d)

(d) **AIR FREIGHT FORWARDERS.**

(1) Air freight forwarders operating during any portion of the quarter ending December 31, 1948, and subsequent to the filing of applications for Letters of Registration shall file a statistical report on or before January 1, 1949, in the form and manner herein prescribed. Therefore, air freight forwarders holding Letters of Registration, whether or not actually engaged in air freight forwarder operations, shall file statistical reports for each succeeding calendar quarter. Such reports shall be filed within 30 days after the termination of each calendar

quarter and shall be certified to be correct by a responsible officer of the reporting air freight forwarder. Such statistical report shall contain the following data:

1. Balance Sheet, prepared in accordance with accepted practices.

2. Profit and loss statement, with a separation of expense items so as to indicate payments to direct air carriers.

3. Statistical data:

a. Number of shipments received from shippers for carriage by air.

b. Number of consignments to carriers by air.

c. Number of tons consigned for shipment by:

Certificated air carriers.

Noncertificated Cargo Carriers.

Irregular Carriers.

Surface carriers (Rail, motor other than pickup and delivery or water).

4. Station data (list by individual stations):

a. Number of personnel engaged in:

Selling

Operating

Administrative and other

b. Total number of tons received from shippers for carriage by air.

(2) With each statistical report each air freight forwarder shall submit a statement of all outstanding cargo and public liability insurance in effect or surety bonds with regard to its operation pursuant to 292.6 of the Economic Regulations. Such statement shall identify the companies insuring the policies or bonds, the amounts thereof and a brief statement as to their coverage.

the provisions of the Act, or with such rules, regulations, orders, terms, conditions or limitations. Failure to seek reinstatement of a Letter of Registration suspended pursuant to the provisions of this paragraph within a period of 60 days after the effective date of such suspension shall automatically terminate all rights under such Letter of Registration.

(9) Revocation of Letter of Registration.

(i) Letters of Registration shall be subject to revocation, after notice and hearing, for knowing and willful violation of any provision of the Act or of any order, rule, or regulation issued under any such provision or of any term, condition, or limitation of any authority issued under said Act or regulations.

(ii) A Letter of Registration shall be revoked without prejudice upon the filing by an air freight forwarder of a written notice with the Board indicating the discontinuance of common carrier activities, together with a tender of the Letter of Registration for cancellation; provided, that the Board may refuse to accept such notice or to cancel the Letter if any proceeding or action is pending in which an air freight forwarder's authority may be subject to suspension or revocation action. The failure of any air freight forwarder, for two successive periods, to file the periodic reports required by the Economic

Regulations, may, for the purpose of this section, be deemed by the Board to constitute the filing of such written notice indicating the discontinuance of the common carrier activities, and in such case the tender of the Letter of Registration shall not be necessary.

(f) INSURANCE.

(1) **Cargo.** No air freight forwarder shall engage in air transportation pursuant to this section unless the risks of loss of or damage to the property so transported by it, are covered in the amounts prescribed in paragraph (f) (3) (i) hereof by insurance, a self-insurance fund or reserve, or surety bond.

(2) **Public Liability and Property Damage.** No air freight forwarder shall engage in the performance of transfer, collection, or delivery services under the provisions of this section unless risks of bodily injury or death to persons or of damage to property (other than property covered by (1) above), resulting from the negligent operation, maintenance, or use of motor vehicles operated by it or under its direction and control, or resulting from other acts of its agents, employees and representatives in the performance of such transfer, collection, or delivery services are covered to the extent that legal liability may ensue, in the amounts prescribed in paragraphs (f) (3) (ii) and (iii) hereof by insurance, a self-insurance fund or reserve, or surety bond.

-(3) Liability Limits.

(i) **Cargo insurance.** For loss of or damage to property while carried on or resting in any one conveyance—\$2,000.

(ii) **Public Liability—Property.** For loss or damage to property occurring at any one time or place—\$2,000.

(iii) **Public Liability—Personal Injury.** Claims for bodily injury or death—\$10,000, for one person subject to that limit per person and for all persons in any one accident—\$20,000.

(g) **PAYMENT OF TRANSPORTATION CHARGES.** Freight bills from direct air carriers for all transportation charges shall be paid by every air freight forwarder within a reasonable period after the rendering of the transportation services. A reasonable maximum period for the payment of such charges shall be 7 days after being billed therefor.

(h) **NONAPPLICABILITY.** This section shall not apply 1. to any air carrier authorized by a certificate of Public Convenience and Necessity to engage in air transportation, nor 2. to any noncertificated air carrier engaged in air transportation pursuant to any general exemption granted by any other section of the Economic Regulations.

(i) **SEPARABILITY.** If any provision of this section or the application thereof to any air transportation, person, class of persons, or circumstances is held invalid, the remainder of the section and the application of such provisions to other air transportation, persons, classes of persons, or circumstances shall not be affected thereby.

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Anguilla	10c	Denmark	15c	Iraq	25c	Northern Ireland	15c	Seychelles	25c
Antigua	10c	Dodecanese Islands	15c	Italy	15c	Northern Rhodesia	25c	Siam	25c
Argentina	10c	Dominica	10c	Italian Somaliland	25c	Norway	15c	Sierra Leone	25c
Aruba	10c	Dominican Republic	10c	Ivory Coast	25c	Nyasaland	25c	Solomon Islands	25c
Ascension Island	15c	Ecuador	10c	Jamaica	10c	Okinawa	25c	Somalia	25c
Australia	25c	Egypt	15c	Japan	25c	Pakistan	25c	Southern Rhodesia	25c
Austria	15c	Eire (Ireland)	15c	Kenya	25c	Palestine	25c	Southwest Africa	25c
Azores	15c	England (and Wales)	15c	Korea	25c	Panama	10c	Spain	15c
Bahamas	10c	Eritrea	25c	Labuan	25c	Papua (British New		Spanish Guinea	25c
Bahrain Islands	25c	Estonia	25c	Latvia	15c	Guinea)	25c	Straits Settlements	25c
Balearic Islands	15c	Ethiopia	25c	Lebanon (Rep.)	25c	Paraguay	10c	Surinam	10c
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Barbados	10c	Faroe Islands	15c	Libya	15c	Philippines (Rep. of)	25c	Switzerland	15c
Barbuda	10c	Fiji Islands	25c	Liechtenstein	15c	Poland	15c	Syria	25c
Bechuanaland		Finland	15c	Lithuania	15c	Portugal	15c	Taiwan (Formosa)	25c
Protectorate	25c	France	15c	Luxembourg	15c	Portuguese East		Tanganyika	25c
Belgian Congo	25c	Free Territory of		Macao	25c	Africa	25c	Tibet	25c
Belgium	15c	Trieste	15c	Madagascar	25c	Portuguese Guinea	25c	Tonga (Friendly)	
Bermuda	10c	French Cameroons	25c	Madiera Islands	15c	Portuguese India	25c	Islands	25c
Bolivia	10c	French Equatorial		Malay States (Feder-		Portuguese Timor	25c	Trans-Jordan	25c
Bonair	10c	Africa	25c	ated and Nonfeder-		Portuguese West		Trieste, Free Terri-	
Brazil	10c	French Guiana	10c	ated)	25c	Africa	25c	tory of	15c
British Cameroons	25c	French Guiana	25c	Malta	15c	Redonda	10c	Trinidad	10c
British Guiana	10c	French Indo China	25c	Manchuria	25c	Reunion Island	25c	Tripolitania	15c
British Honduras	10c	French Settlements		Martinique	10c	Rio de Oro	25c	Tristan da Cunha	25c
British Somaliland	25c	in India	25c	Mauritania	25c	Rumania	15c	Tunisia	15c
British		French Somaliland	25c	Mauritius	25c	Ryukyu Islands	25c	Turkey	15c
Virgin Islands	10c	French Sudan	25c	Mexico	per ounce 5c	Saba	10c	Turks Island	10c
Brunei	25c	French Togoland	25c	Monaco	15c	St. Christopher	10c	Uganda	25c
Bulgaria	15c	Gambia	25c	Montserrat	10c	St. Eustatius	10c	Union of	
Burma	25c	Germany	15c	Morocco	15c	St. Helena	25c	South Africa	25c
Canada	per ounce 5c	Gibraltar	25c	Mozambique	25c	St. Kitts	10c	Uruguay	10c
Canary Islands	25c	Gilbert & Ellice		Nauru Island	25c	St. Lucia	10c	U. S. S. R.	15c
Cape Verde Islands	25c	Islands Colony	25c	Netherlands Indies	25c	St. Martin	10c	Vatican City State	15c
Ceylon	25c	Gold Coast Colony	25c	Nevis	10c	St. Pierre &		Venezuela	10c
Chile	10c	Greece (Incl. Crete)	15c	New Caledonia	25c	St. Vincent	10c	Yemen	25c
China	25c	Grenada	10c	Newfoundland		Miquelon per ounce 7c		Yugoslavia	15c
Columbia	10c	Grenadines	10c	(Incl. Labrador)	10c	Salvador (El)	10c	Zanzibar (Incl.	
Cook Island	25c	Guadeloupe	10c			Pemba)	25c		



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KEY TO SYMBOLS: ADO—Area of Domestic Operations; AIO—Area of International Operations; CC—Contract Air Cargo; CD—Scheduled Domestic Air Cargo; CI—Scheduled International Air Cargo; P—Passengers; X—No Information. Aircraft shown in parentheses indicate they are on order or in the process of modification.

ALASKA AIRLINES, Box 2200, Anchorage, Alaska; James A. Wooten, pres.; 5 DC-4s, 4 C-47s, 6 C146s, 25 smaller planes including Bellanca, Stinsons, Wacos, Aeroncas, Cessna, Widgeon; ADO—Alaska (Alaska-U. S. on a non-scheduled basis); CD-CC-P.

ALASKA COASTAL AIRLINES, Box 2808, Juneau, Alaska; A. B. Holden & S. B. Simmons, co-mgrs.; 4 G-21As, 2 Vega 5-Cs, 3 Aeronca seaplanes, Cub seaplane, Pacemaker, Kingbird, Seabee; ADO—Southeastern Alaska; CC-CD-P.

ALL AMERICAN AVIATION, 210 Greenhill Ave., Wilmington 99, Delaware; Robert M. Love, pres.; David L. Miller, traffic mgr.; 2 D-18Cs; ADO—Penn., W. Va., Ohio, Ky., N. Y., Dela.; scheduled express and mail only.

AMERICAN AIRLINES, 100 E. 42nd St., N. Y.; Ralph S. Damon, pres.; J. D. Boylan, director of cargo sales; 26 DC-3s, 30 DC-4s, 50 DC-6s, 32 CV-240s; ADO—Ariz., Ark., Calif., Conn., Ill., Ky., Md., Mass., Mich., Mo., N. J., N. Y., Ohio, Okla., Pa., R. I., Tenn., Tex., Va., W. Va., Wis., Wash. D. C.; AIO—Mexico, Canada; CC-CD-CI-P.

AMERICAN OVERSEAS AIRLINES, 100 E. 42nd St., N. Y.; C. R. Smith, pres.; Robert K. Warner, mgr. of int'l cargo sales; 1 DC-3, 9 DC-4s, 7 Constellations (8 Stratocruisers); AIO—Newfoundland, Iceland, Scotland, Eire, England, Norway, Sweden, Denmark, Holland, Finland; CI-P.

BRANIFF INTERNATIONAL AIRWAYS, Love Field, Dallas, Tex.; T. E. Braniff, pres.; Ira Jones, air cargo mgr.; 20 DC-3s, 10 DC-4s, 6 DC-6s; ADO—Tex., Okla., Kan., Ia., Ill., Ida., Ark., Mo., Tenn.; AIO—C. Z., Cuba, Peru, Mexico; CC-CD-CI-P.

CAPITAL AIRLINES, National Airport, Wash., D. C.; J. H. Carmichael, pres.; G. M. Springer, cargo mgr.; 23 DC-3s, 21 DC-4s; ADO—N. Y., N. J., Pa., Ohio, Mich., Ill., W. Va., Va., Wash. D. C., N. C., Tenn., Ga., La., Ala., Md., Minn., Wis.; CC-CD-P.

CARIBBEAN ATLANTIC AIRLINES, INC., 47 Recinto Sur St., San Juan, Puerto Rico; D. Trigo, pres.; 2 DC-3s; AIO—P. R., V. I.; C-P.

CHALLENGER AIRLINES, Stapleton Airfield, Denver 7, Colorado; Donald A. Duff, pres.; J. W. Birdseye, cargo mgr.; 5 DC-3s; ADO—Colo., N.M., Utah, Ill.; CD-P.

CHICAGO AND SOUTHERN AIRLINES, Municipal Airport, Memphis 2, Tenn.; Sidney A. Stewart, pres.; Gerald J. Keller, cargo traffic-sales mgr.; 12 DC-3s, 4 DC-4s; ADO—Mich., Ohio, Ind., Ky., Tenn., Mo., Ark., Ill., Miss., La., Tex.; AIO—Cuba, Jamaica, Venezuela; CC-CD-CI-P.

CHRISTENSEN AIR SERVICE, Anchorage, Alaska; Hakon Christensen, pres.; Waco, Norseman, Widgeon; ADO—Anchorage-Seward (charter in all directions); CC-CD-P.

COLONIAL AIRLINES, 630 5th Ave., N. Y.; Sigmund Janas, pres.; William V. McTaggart, director of cargo sales; 12 DC-3s, 4 DC-4s; ADO—N. Y., N. J., Vt., Pa., Md., Wash. D. C.; AIO—Canada, Bermuda; CC-CD-CI-P.

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EMPIRE AIR LINES, Box 268, Boise, Idaho; Joe Lux, pres.; 4 DC-3s; ADO—Ida., Wash., Ore.; P.

FLORIDA AIRWAYS, Municipal Airport, Orlando, Fla.; Joseph L. Dyer, pres.; Oscar Bergstrom, traffic mgr.; 4 D-186s; ADO—Fla.; CD-P.

HAWAIIAN AIRLINES, Inter-Island Bldg., Honolulu 1, Hawaii; Stanley C. Kennedy, pres.; J. S. Pugh, genl. traffic mgr.; 12 DC-3s, D-18C; ADO—Hawaiian Islands; CC-CD-P.

INLAND AIR LINES, 6060 Avion Drive, Los Angeles, Calif. (See Western Air Lines.)

INLAND AIRWAYS, Box 58, Walla Walla, Wash.; Lyle Neff, pres.; 2 Lodestars; ADO—Wash.; CC-CD-P.

ISLAND AIR FERRIES, MacArthur Airport, Bohemia, L. I., N. Y.; Frederick H. Smith, pres.; DC-3, Stinson (2 DC-3s); ADO—Metropolitan N. Y. area, Long Island, Southern New England; CC-CD-P.

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NATIONAL AIRLINES, 3240 N. W. 27th Ave., Miami, Fla.; George T. Baker, pres.; D. O. Kerkow, air cargo mgr.; 7 DC-4s, 4 DC-6s; ADO—N. Y., N. J., Pa., Md., Wash. D. C., Va., N. C., S. C., Ga., Fla., Ala., Miss., La.; AIO—Cuba, CD-CI-P.

NATIONWIDE AIRLINES, Detroit City Airport, Detroit, Mich.; John V. Weesner, pres.; John C. Conney, air cargo mgr.; 2 DC-3s, Boeing, Bonanza; ADO—Michigan; CC-CD-P.

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PARKS AIR LINES, Parks Metropolitan Airport, East St. Louis, Ill.; Oliver L. Parks, pres.

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TRANS-TEXAS AIRWAYS, Municipal Airport, Houston, Tex.; R. E. McKaughan, pres.; H. E. Erdmann, cargo mgr.; 7 DC-3s (3 DC-3s); **ADO**—Texas; **CD-P**.

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¹ Equipment includes that of associated companies.

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**REFERENCE GUIDE
TO PREVIOUS ISSUES**

At regular intervals, **AIR TRANSPORTATION** publishes lists and other information of a specialized nature as a service to its thousands of readers. The following is a handy guide to this information which has appeared in this magazine in past issues.

May, 1947.....Texts of Sections 292.1 and 292.5, Economic Regulations.

August, 1947.....Holders & Applicants of Certificates of Public Convenience & Necessity.

October, 1947Foreign Airlines of the World.

October, 1947IATA-Recognized Foreign Freight Forwarders.

October, 1947Airline Distances Between Major Cities of the United States.

November, 1947..Landing Fees.

November, 1947..Scheduled Airlines of the United States.

December, 1947..Text of Proposed Section 292.6 Economic Regulations.

January, 1948....1947 Index.

April, 1948U. S. Air Freight & Irregular Air Carriers.

May, 1948.....Proposed Regulations for Air Freight Forwarders.

July, 1948.....Foreign Air Mail Rates.

July, 1948.....International Parcel Post Rates.

July, 1948.....Air Cargo Insurance Rates.

July, 1948.....Minimum Commodity Rates.

September, 1948..Domestic Air Freight Forwarders.

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Atlanta	575	933	960	695	583	368	550	1208	595	1293	286	675	1935	335	610	905	427	747	733	663	520	2172	470	467	1580	2133	2180	542	
Baltimore	575	933	960	695	583	423	305	1505	398	1750	682	962	2313	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2451	2341	33	
Boston	933	575	960	695	583	423	305	1505	398	1750	682	962	2313	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2451	2341	33	
Brownsville	960	933	575	1575	1234	1182	1402	1085	1398	682	1025	985	1370	775	1100	1348	536	1695	659	1614	1424	1952	1403	975	1317	1675	2015	1492	
Buffalo	695	933	960	1575	1234	1182	1402	1085	1398	682	1025	985	1370	775	1100	1348	536	1695	659	1614	1424	1952	1403	975	1317	1675	2015	1492	
Chicago	583	933	960	695	583	368	550	1208	595	1293	286	675	1935	335	610	905	427	747	733	663	520	2172	470	467	1580	2133	2180	542	
Cincinnati	368	933	960	695	583	368	550	1208	595	1293	286	675	1935	335	610	905	427	747	733	663	520	2172	470	467	1580	2133	2180	542	
Cleveland	550	933	960	695	583	368	550	1208	595	1293	286	675	1935	335	610	905	427	747	733	663	520	2172	470	467	1580	2133	2180	542	
Denver	1208	595	1766	1085	1368	918	1090	1223	....	1153	554	1468	555	828	878	1732	699	1079	1628	503	1575	1320	985	1485	793	372	946	1020	1490
Detroit	595	933	960	695	583	423	305	1505	398	1750	682	962	2313	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2451	2341	33	
El Paso	1293	1750	2067	682	1690	1249	1333	1521	554	1475	....	1481	836	702	978	1662	1156	966	1902	578	1834	1592	1286	1695	1033	689	993	1373	1726
Jacksonville	286	675	1015	1025	880	861	623	768	1468	832	1481	....	952	2153	591	328	1192	511	838	988	758	703	2442	550	755	1840	2375	2450	647
Kansas City, Mo.	675	962	1250	935	862	413	541	700	555	643	836	952	....	1352	555	1247	413	678	1097	293	1037	784	1397	935	238	922	1500	1505	943
Los Angeles	1935	2313	2590	1370	2195	1741	1892	2044	828	1976	702	2153	1352	....	1602	2355	1522	1675	2446	1182	2388	2135	825	2283	1585	577	345	956	2295
Memphis	335	792	1133	775	802	481	410	627	878	621	978	591	370	1602	....	878	700	358	953	422	878	660	1852	715	242	1250	1800	1867	763
Miami	610	958	1258	1100	1184	1190	957	1088	1732	1156	1662	328	1247	2355	878	....	1516	681	1095	1233	1023	1014	2716	831	1067	2089	2003	2740	927
Minneapolis	905	948	1125	....	733	356	603	632	699	542	1156	1192	413	1522	700	1516	....	1050	1019	692	985	745	1435	1185	464	988	1585	1403	936
New Orleans	427	1001	1359	536	1087	831	708	922	1079	938	986	511	678	1675	358	681	1050	....	1173	575	1090	923	2063	899	599	1433	1923	2098	968
New York	747	170	188	1695	291	711	568	404	1628	483	1902	838	1097	2446	953	1095	1019	1173	....	1324	83	313	2455	287	873	1972	2568	2419	204
Oklahoma	733	1173	1400	659	1117	689	755	946	503	905	578	988	293	1182	422	1233	692	575	1324	....	1256	1013	1488	1122	456	862	1386	1523	1150
Philadelphia	663	90	268	1614	278	664	501	343	1575	444	1834	758	1037	2388	878	1023	985	1090	83	1256	....	254	2419	205	808	1923	2518	2388	122
Pittsburgh	520	194	478	1424	178	411	258	115	1320	208	1502	703	784	2135	660	1014	745	923	313	1013	254	....	2174	242	561	1670	2264	2145	188
Portland, Ore.	2172	2367	2553	1952	2167	1765	1987	2063	985	1975	1286	2442	1397	825	1852	2716	1435	2063	2455	1488	2419	2174	....	2392	1723	636	536	143	2360
Richmond	470	135	471	1403	375	618	385	353	1485	445	1695	550	935	2283	715	831	1185	899	287	1122	205	242	2393	....	699	1850	2436	2362	96
St. Louis	467	731	1036	975	662	259	308	490	793	452	1033	755	238	1585	242	1067	464	599	873	456	808	561	1723	699	....	1158	1738	1722	710
Salt Lake City	1580	1858	2099	1317	1701	1260	1450	1567	372	1490	639	1840	922	577	1250	2098	988	1433	1972	862	1923	1670	636	1850	1158	....	592	697	1845
San Francisco	2133	2451	2696	1675	2298	1855	2037	2163	946	2087	993	2375	1500	345	1800	2603	1585	1923	2568	1386	2518	2264	536	2462	1738	592	....	680	2437
Seattle	2180	2341	2508	2015	2130	1743	1974	2063	1020	1945	1373	2450	1505	956	1867	2740	1403	2098	2419	1523	2388	2145	143	2362	1722	697	680	....	2335
Washington, D.C.	542	33	392	1493	290	594	403	303	1490	397	1726	647	943	2295	763	927	936	968	204	1150	122	188	2360	647	710	1845	2437	2335	....

UNITED STATES AIR FREIGHT AND IRREGULAR AIR CARRIERS

KEY TO SYMBOLS: A—Ambulance; AO—Area of Operations; C—Cargo; I—Instruction; M—Mapping; P—Passengers; PH—Photography; S—Sales; SU—Surveying; X—No Information. Aircraft shown in parentheses indicate they are on order or in the process of modification.

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ABKEN AVIATION CO., 1826 29 St., Ashland, Ky.
A C FLYING SERVICE, P. O. Box 1078, Galveston, Tex.
ACADIA AVIATION, INC., P. O. Box 57, Ellsworth, Me.
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AERO ENTERPRISES, INC., Suite 625, Mack Bldg., Denver, Colo.
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 ESKRIDGE FLYING SERVICE, Craig Municipal Airport, Craig, Colo.
 EUGENE FLYING SERVICE, Box 229, Eugene, Ore.; Joseph Harrell, pres.; Cub, Cruiser, Cessna AO—U. S.; C-P.
 EUNICE AIRPORT, Box 415, Eunice, La.
 EUSTIS AIR SERVICE, Box 700, Eustis, Fla.
 EVANSVILLE FLIGHT SERVICE, INC., 519 Vine St., Evansville, Ind.
 EXECUTIVE AIRLINES, INC., 614 Chester-Ninth Bldg., Cleveland.
 EXECUTIVE AVIATION, INC., Munic. Airport, Hayward, Calif.

F

FAAHS, ALFRED W., Michael Rd., Orchard Park, N. Y.
 FABER FLYING SERVICE, INC., Valley Airport, Box 848, Waynesboro, Va.
 FAIRFOREST AIRPORT, INC., Box 709, Spartanburg, S. C.
 FALCON AIRWAYS, Box 180, Reidsville, N. C.
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 FALLS FLYING SERVICE, Thief River Falls, Minn.; L. A. Ihle, pres.; Cub, Taylorcraft, 2 Voyagers; AO—N. Minn.; C-P.
 FANSLAU AIR SERVICE, E. W. F. Memorial Airpark, Mantua, N. J.; George Fanslau, Prop.
 FARMINGTON AVIATION CORP., Box 286, Farmington, Mo.
 FARRAR, LES, 900 42nd St., San Bernardino, Calif.
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 FRANKLIN AIRCRAFT SALES & SERVICE CORP., Box 1191, Great Falls, Mont.
 FRANK'S FLYING SERVICE, Farmer's Field Airport, Palestine, Ill.

FRANTZ FLYING SERVICE, Woodrum Field, Roanoke, Va.
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G

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 GERMAN, MILO, Cozad, Neb.
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 GIBSON AIR SERVICE, LeTourneau Airport, Toccoa, Ga.
 GILBERT AIR SERVICE, RFD 2, Arcola, Ill.
 GILLESPIE AVIATION CO., McKellar Airport, Box 1010, Jackson, Tenn.
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 GILLIS FLYING SERVICE, Box 1718, Billings, Mont.
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 GOLDEN NORTH AIRWAYS, INC., Box 1313, Fairbanks, Alaska.
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 GRENADA AIR SERVICE, Box 828, Grenada, Miss.
 GREY FLYING SERVICE, Bradenton Beach, Fla.; Robert P. Grey, pres.; Cub, Cruiser, Ercoupe; AO—South U. S.; P.
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 GULF COAST FLYING SERVICE, Box 1361, Kingsville, Tex.
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 HAILE-BYBEE FLYING SERVICE, Box 488, Del Rio, Tex.
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INMAN BROS. AVIATION SERVICE, Box 66, Hillsboro, Ore.
INMAN FLYING SERVICE, Box 66, Hillsboro, Ore.
INTER-AMERICAN AIRWAYS, INC., Box 217, Miami Springs, Fla.
Karl Knight, Pres.; PBY5A, UC-78, 2 DC-3s, 2 Lodestairs; AO—U.S., So. Amer.; C-P.
INTER-CITY FLYING SERVICE, INC., Smith Field, Fort Wayne, Ind.
INTER-CITY FLYING SCHOOL, Curry Rd., R.D. 6, Schenectady, N. Y.; P-I.
INTERCOASTAL AIRWAYS, INC., 1208 Carondelet St., New Orleans.
INTERISLAND FLIGHTWAYS, INC., 17 Dupont Circle, Wash., D. C.
INTERMOUNTAIN AIR SERVICES, INC., Box 129, Preston, Idaho.
INTERNATIONAL AIR FREIGHT, INC., Box 2068, West Palm Beach, Fla.
INTERNATIONAL AIR SERVICE, Box 129, Preston, Idaho.
INTERNATIONAL AIR SERVICES, INC., Box 3335, Corpus Christi, Tex.
INTERNATIONAL AIR TRANSPORT, INC., 15 Main St., Hackensack, N. J.
INTERNATIONAL AIRCRAFT SERVICE, Munic. Airport, Laredo, Tex.; J. R. Warren & V. D. Jaurez, props.
INTERNATIONAL OVERSEAS AIR SERVICE, INC., Salvador Brau 409, San Juan, P. R.
INTERSTATE AIR LINES, INC., Cedartown, Ga.; E. M. Spearman, pres.; Aeronca, Stearman, Super Cruiser, 2 Cubs; AO—NW Ga.; P.
INTERSTATE FLYING SERVICE, INC., Gram Field, Davenport, Iowa.
INVO AIR SERVICE, Independence, Calif.
IOWA AIRPLANE CO., INC., Box 59, Munic. Airport, Des Moines, Ia.
IOWA CITY FLYING SERVICE, Munic. Airport, Iowa City, Ia.
ISLAND AVIATION, INC., Munic. Airport, Belfast, Me.
ISLAND FLIGHT SERVICE, LTD., Box 16, Honolulu; Letwell P. A. Duvauchelle, act. pres.; Cub, 3 Cessna T-50s; AO—Hawaii; C-P.
ITHACA FLYING SERVICE, INC., Municipal Airport, Ithaca, N. Y.
- J & J AIRCRAFT, INC.**, Box 291, Venice, Fla.
J & J FLYING SERVICE, Plainville, Kan.
J & L FLYING SERVICE, Box 23, Chester, S. C.; Cessna 140, 2 Cessna 120s; AO—unlimited; C-P.
JACKSON FLYING SERVICE, Munic. Airport, Jackson, Miss.
JACKSON HOLE FLYING SERVICE, Jackson, Wyo.
JAMES FLYING SERVICE, Box 1668, Prescott, Ariz.
JAMESTOWN AVIATION CO., Munic. Airport, Jamestown, N. Y.
JANESVILLE FLYING SERVICE, Route 2, Janesville, Wis.
JANSEN SKYTEL & FLYING SERVICE, McPherson, Kan.; William H. Jansen, prop.; Ercoupe, Station Wagon, 2 Cubs, 3 BC-12Ds (Station Wagon); AO—Central States; C-P.
JARED AIR SERVICE, Box 475, Gainesville, Ga.
JASPER COUNTY AIRPORT, Rensselaer, Ind.
JEFFERS, QUENTIN B., Box 293, Scotia, Calif.
JENNINGS BROS. AIR SERVICE, Box 306, No. Grafton, Mass.
JERSEY AIRWAYS, Box 270, Belmar, N. J.; E. I. Brown, pres.; T-50, Stinson 150, Ercoupe, 4 Aeroncas, 7ACs (Aeronca); AO—U. S.; C-P.
JEWETT, MARTIN L., Ushers Rd., Jonesville, N. Y.
JOHANSON FLIGHT SERVICE, Rte 3, Box 169, Astoria, Ore.; Gerald B. Johanson, prop.; Navion, PT-19, Swift, 2 Aeroncas, 2 Luscombes; AO—Ore., Wash.; C-P.
JOHNSON AERIAL SERVICES, LTD., Box 1231, Winter Haven, Fla.
JOHNSON CITY AIRPORT, Box 988, Johnson City, Tenn.; Daniel J. Zoerb, pres.; BT-13, Stinson SR8-B; AO—U. S.; C-P.
JOHNSON FLYING SERVICE, Box 201, Greenwood, S. C.; Luther C. Johnson, prop.; Bonanza, Super Cruiser, Ercoupe; AO—X; C-P.
JOHNSON'S FLYING SERVICE, Aberdeen, S. D.
JOHNSON FLYING SERVICE, INC., Hale Field, Box 1382, Missoula, Mont.; Robert R. Johnson, pres.; Beechcraft F17D, Cessna T-50, Cessna 140, Stinson 108, PA-12, Curtis Sedan 15D, 2 DC-3s, 3 Ford Tri-motors, 3 Travelaire 6Bs, 6 Cubs; AO—U. S.; C-P.
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JONES FLYING SERVICE, CASEY, Munic. Airport, Ontario, Ore.
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JUNIOR COLLEGE FLYING SERVICE, Box 72, McCook, Neb.
- K & M FLYING SERVICE**, Box 392, Coeburn, Va.
KAHLE, KEITH AVIATION, INC., P. O. Box 599, Oklahoma City, Okla.
KALAMAZOO FLYING SERVICE, INC., Munic. Airport, Kalamazoo, Mich.
KAMPESKA AIR SERVICE, INC., Box 863, Watertown, S. D.
KANSAS AIR ACTIVITIES, INC., Box 254, Russell, Kan.
KANSAS CITY FLYING SERVICE & AIR COLLEGE, INC., 710-838 Richards Rd., Kansas City, Mo.
KEISTER FLYING SERVICE, Kellogg, Ida.
KEITH FLYING SERVICE, Box 489, Russell, Kas.
KENNEDY-RILEY FLYING SERVICE, Rte 3, Wilroads Gardens Airport, Dodge City, Kan.
KEN'S CUB FLYERS, Olean Airport, Olean, N. Y.
KENTUCKY AIR TRANSPORT, INC., Bowman Field, Louisville, Ky.

KERRVILLE FLYING SERVICE, Kerrville Munic. Airport, Box Wis. and adjoining states, including Canadian territory immediately north; C-P.
 KESTERSON, INC., Box 1145, Knoxville, Tenn.
 KEYSER AIR SERVICE, INC., Keyser, W. Va.; C. Arnold Ludwick, pres.; Cessna UC-78, Super Cruiser; AO—unlimited; C-P.
 KIDD AIRCRAFT, Box 906, Corpus Christi, Tex.
 KIDD FLYING SERVICE, J. B., Rte 6, Box 349, Springfield, Mo.; J. B. Kidd, prop.
 KILGORE FLYING SERVICE, INC., Box 230, Kilgore, Tex.
 KING AIR SERVICE, Warren Airport, Warren, Pa.
 KING AVIATION SERVICE, King Field, East Taunton, Mass.
 KINGFISHER AIRPORT, Box 18, Kingfisher, Okla.
 KINGMAN FLYING SERVICE, P. O. Box 1028, Kingman, Ariz.
 KING'S AERO SERVICE, Box 1435, Hurley, N. M.
 KING'S GATEWAY CHARTER SERVICE, King's Gateway Hotel, Land O' Lakes, Wis.; Andrew H. Stuart, mgr.; Naylon; AO—Wis. and adjoining states, including Canadian territory immediately north; C. P.
 KING'S SCHOOL OF AVIATION, Munic. Airport, Columbus, Ga.; G. Wood King, prop.; P-I.
 KINSER FLYING SERVICE, Box H, Ozona, Tex.
 KIOWA FLYING SERVICE, Kiowa, Kan.; Robert Schooley, pres.; Cruiser, Cub trainer, Taylorcraft; AO—U. S.; C-P.
 KITTITAS FLYING SCHOOL, Box 600, Ellensburg, Wash.; W. C. Butcher, mgr.; Interstate, Sky Ranger, BT-13, 2 Cubs, 2 Taylorcraft (Stinson); AO—U. S.; P-I.
 KNAPP FLYING SERVICE, Outlaw field, Clarksville, Tenn.
 KNOLL FLYING SERVICE, Box 592, Kearney, Neb.
 KNOTT, E. J., JR., Finchley, Va.
 KNOXVILLE FLYING SERVICE, INC., Box 374, Knoxville, Tenn.
 ROBELT, WM. W. & THEO. W., New Paltz Airport, New Paltz, N. Y.
 KRAMER FLYING SERVICE, Box 721, Alamosa, Colo.
 KRATZ CORPORATION, Kratz Field, St. Louis.
 KROELINGER FLYING SERVICE, Box 53, Vineland, N. J.
 KROGFOS, MELVIN C., 1216 2nd Ave., Seattle, Wash.
 K-T FLYING SERVICE, LTD., Box 4070, Honolulu Airport, Honolulu; T. R. James, Pres.; Widgeon; AO—Hawaii; C-P-I.
 KUCIE-TRANSIT AIRPORT, EDWARD J., Transit & William Rds., Depew, N. Y.
 KUYKENDALL FLYING SERVICE, Box 576, Lardsburg, N. Y.; Marshall M. Kuykendall, prop.

I.

LACONIA AIRWAYS, INC., Box 282, Laconia, N. H.
 LAFAYETTE FLYING SERVICE, Box 820, Lafayette, La.
 LAFAYETTE & TRION FLYING SERVICE, LaFayette, Ga.
 LA GRANDE AIR SERVICE, INC., Munic. Airport, Box 682, La Grande, Ore.
 LaGRONE FLYING SERVICE, TEX., 200 Richards Rd., Municipal Airport, Kansas City, Mo.
 LA PLATA FLYING SERVICE, Munic. Airport, Durango, Colo.
 LAKE AIR SERVICE, Box 443, Lake Charles, La.; William L. Downer, prop.
 LAKE CHARLES AVIATION SERVICE, Box 490, Lake Charles, La.
 LAKE, GEORGE WILFRED, 19 Burbee Rd., Athol, Mass.
 LAKEHEAD AIRWAYS, Munic. Airport, Duluth, Minn.
 LAKE PLACID FLYING CLUB, INC., c/o Leon McGibbon, McLenathan Ave., Lake Placid, N. Y.; P.
 LAKELAND AIRWAYS, Minorqua, Wis.
 LAKE-LAND CHARTER SERVICE, 939 Noble Ave., Bridgeport 8, Conn.
 LAKESIDE AVIATION SERVICE, Cooperstown Airport, Cooperstown, N. Y.

LAKESWOOD AIR SVCE., INC., Cedar Bridge Ave., Lakeswood, N. J.
 LANDWATER AIRWAYS, 238 E. 47th St., N. Y. 17, N. Y.
 LANE AVIATION CORP., Hangar 1, Port Columbus, Columbus, Ohio;
 LANG FLYING SERVICE, Box 3, Munic. Airport, Omaha, Neb.
 LANGE AVIATION CORP., Box 1098, Milwaukee.
 LANTANA FLYING SERVICE, INC., Box 58, Lantana, Fla.
 LAONA FLYING SERVICE, Laona, Wis.
 LARIMORE FLIGHT SERVICE, Box 441, Osawatimie, Kan.
 LARSON FLYING SERVICE, Buchanan Field, Concord, Calif.; Merle D. Larson, pres.; Cub, Luscombe, Howard; AO—U. S.; C-P.
 LAS VEGAS FLYING SERVICE, Box 523, Las Vegas, N. M.
 LASHLEE FLYING SERVICE, 217 Dyer St., Malvern, Ark.; G. W. Lashlee, Prop.
 LATIN-AMERICAN CARGO, INC., Bldg. 64, Southwest Airport, Philadelphia.
 LAWRENCEVILLE FLYING SERVICE, INC., Lawrenceville, Va.
 LAYTON, LEE, Portville Airport, Portville, N. Y.
 LEAMON FLYING SERVICE, 1504 E. 30th St., Kansas City, Mo.; G. F. Leamon, prop.; 2 Stinson 165s (4-passgr. plane, type unspecified); AO—U. S.; C-P.
 LEBANON FLYING SERVICE, Lebanon, Mo.; Karl E. Reed, pres.; Cessna 140; AO—Mo.; P.
 LEBANON VALLEY AIR SERVICE, 130 E. Main St., Palmyra, Pa.
 LEE & COMBS FLYING SERVICE, Commercial Airport, Tulsa, Okla.
 LEFLORE FLYING SERVICE, Box 148, Greenwood, Miss.
 LEHIGH AIRCRAFT CO., Allentown-Bethlehem Airport, Allentown, Pa.
 LEITHOLD SEAPLANE SERVICE, INC., Box 569, Ely, Minn.
 LEMMON AIRCRAFT CO., INC., Lemmon, S. D.
 LEMON, W. CLAYTON, Woodrum Field, Roanoke, Va.
 LEON VALLEY AIRPORT, Box 5128 Beacon Hill Sta., San Antonio, Tex.
 LEWETTA AVIATION SERVICE, INC., Concord, N. C.
 LEWIS COLLEGE OF SCIENCE & TECH., Lockport, Ill.
 LEXINGTON FLYING SERVICE, INC., Lexington, Ky.
 LIBBY FLYING SERVICE, Box 324, Libby, Mont.

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- LIBERTY FLYING SERVICE, INC.**, Liberty, N. Y.; Paul Grossinger, pres.; Twin Cessna, Station Wagon; AO—U. S.; C-P.
- LILLY FLYING SERVICE**, Carlisle Airport, Carlisle, Ark.
- LINCOLN AIRLINES, INC.**, 130 N. 6th St., Springfield, Ill.
- LINCOLN FLYING SERVICE, INC.**, Box 312, Lincoln, Ill.
- LIND'S AIRPORT**, Rt. 2, Box 258B, Acampo, Calif., Albert A. Lind, prop.
- LIPPINCOTT CHARTER SERVICE**, Box 324, Thermopolis, Wyo.; Richard R. Lippincott, Jr., pres.; Voyager, Twin Cessna, several smaller planes type unspecified; AO—principally Wyo., Colo., Utah, Mont.; C-P-A-SU.
- LISLE FLYING SERVICE**, Ray Schenck Airport, Clarinda, Ia.
- LITTLE ONE-AIR CHARTER SERVICE**, Salem Airport, Salem, Conn.; Francis J. Pilecki; Stinson 150, Stinson 108; AO—X; P.
- LITTLE ROCK AIRCRAFT SALES**, Adams Field, Little Rock, Ark.; F. C. Plegge, Prop.
- LIVINGSTON MANOR AIRPORT, INC.**, Livingston Manor, N. Y.
- LOCKWOOD FIELD, INC.**, R.R. No. 5, Frankfort, Ind.
- LOGANSPORT FLYING SERVICE**, R.R. 2, Logansport, Ind.; C. E. Hooten, mgr.; Beechcraft 35, Cessna 140; AO—U. S.; C-P.
- LONGHORN AIRCRAFT CORPORATION**, 504 Driscoll Bldg., Corpus Christi, Tex.
- LONG ISLAND SERVICE**, P. O. Box 372, Manhasset, N. Y.
- LONGMONT FLYING SERVICE, INC.**, Rte 3, Box 80, Longmont, Colo.; Paul Kugel, pres.; Stinson, a Cessna, 4 Cubs; AO—unlimited; P.
- LONG'S FLYING SERVICE**, Hannibal Commercial Airport, Hannibal, Mo.
- LONGVIEW FLYING SERVICE**, Box 2429, Longview, Tex.; L. E. Sullivan & T. J. Long, Props.; UC-78, Luscombe, 4 Aeronaas (Cub); AO—U.S.; Mexico; C-P.
- LOS ANGELES AIR SERVICE**, 5900 Avlon Dr., Los Angeles 45, Calif.
- LOUISIANA AIRCRAFT**, Box 1428, Baton Rouge, La.
- LOUISIANA FLYERS, INC.**, Box 1467, Lake Charles, La.
- LOUISVILLE AIR SERVICE, INC.**, Box 266, Louisville, Miss.; Jack B. Lyle, mgr.; Swift; AO—U. S.; C-P.
- LOUISVILLE FLYING SERVICE, INC.**, Bowman Field, Louisville, Ky.
- LOVE FLYING SERVICE**, Trego Airport, Hoopesfield, Ill.
- LOVE, J. D.**, Stockport, Ohio.
- LOWE FLYING SERVICE**, P. O. Box 1043, Sarasota, Fla.
- LUFKIN FLYING SERVICE**, Box 1095, Lufkin, Tex.
- LUFT AVIATION, INC.**, Chadron, Neb.; Conrad Luft, Jr., pres.; Stinson L-3, Cessna Airmaster (Cessna 140, Cessna 170); AO—U. S.; C-P.
- LUNDY FLYING SERVICE**, Ingersoll Airport, Canton, Ill.; L. B. Lundry, prop.
- LYNCH FLYING SERVICE**, Municipal Airport, Billings, Mont.
- LYNCH FLYING SERVICE**, 1215 N. Walker St., Princeton, W. Va.
- LYNCHBURG AIR TRANSPORT & SALES CORP.**, Preston Glenn Airport, Lynchburg, Va.; Woodrow W. Edmondson, pres.; F17D, Fairchild 24, Bonanza, Super Cruiser; AO—U. S.; P.
- LYNN & HANER FLYING SERVICE**, Box 1405, Alice, Tex.
- M L FLYING SERVICE, INC.**, Munic. Airport, Medicine Lodge, Kan.
- MACON AIRMOTIVE SERVICE, INC.**, Box 1021, Herbert Smart Airport, Macon, Ga.; S. S. Chandler, pres.; Voyager; AO—U. S.; C-P.
- MADDEN, W. E.**, P. O. Box 1385, Odessa, Tex.
- MADERA FLYING SERVICE**, Box 1086, Madera, Calif.
- MADISON FLYING SERVICE**, Madison, Ind.; Don W. Ledgerwood, pres.; Station Wagon; AO—unlimited; C-P.
- MADISON FLYING SERVICE**, Madison, S. D.
- MAGIC VALLEY AIRPORT**, Box 382, Twin Falls, Ida.
- MAGNOLIA AIRLINES**, 1318 Moss St., New Orleans, La.
- MAGNOLIA AIRWAYS & AVIATION CO.**, Laurel, Miss.; Cy Emery, pres.; Skyraider, Ercoupe, 2 Stearman, 4 Cubs (Howard, 3 Twin Cessnas); AO—Miss. Valley; C-P—M-Ph.
- MAHEUX'S AIRPORT, INC.**, R. F. D. No. 2, Mechanic Falls, Maine.
- MAHON'S BOOT HILL FLYING SERVICE**, Box 249, Dodge City, Kan.
- MAMER-SHRECK AIR TRANSPORT**, Felts Field, Spokane, Wash.
- MANCHESTER AIRWAYS, INC.**, Box 891, Hot Springs, S. D.
- MANHATTAN FLYING SERVICE, THE**, Box 493, Manhattan, Kan.
- MANITOWOC AIRWAYS**, Box 3, Manitowoc, Wis.
- MANTRAP AIR SERVICE**, 222 Richards Rd., Munic. Airport, Kansas City 6, Mo.; J. W. Cannon, O. F. Sweetman, Jr., & R. O. Brenner, props.; BT-13, 2 T-50s; AO—U. S., Alaska, Canada, Mexico; C-P.
- MANTZ AIR SERVICES, PAUL**, Hangar No. 1, Lockheed Air Terminal, Burbank, Calif.
- MARDEN AIRWAYS, INC.**, W. H., Waterville, Maine.
- MARIETTA AIRWAYS, INC.**, Marietta Airport, Marietta, Ohio.
- MARION FLYING SERVICE, INC.**, So. State Rd. No. 9, Marion, Ind.
- MARSHALL AEROMOTIVE ASSOC.**, 214 North Lafayette St., Marshall, Tex.
- MARSHALL FLYING SERVICE**, Box 1825, Rapid City, S. D.
- MARTENS AIR SERVICE**, Julesburg, Colo.
- MARTIN AIRWAYS, INC.**, Munic. Airport, Monmouth, Ill.; H. A. Martin, pres.; T-50, Station Wagon, 2 PA-12s (Station Wagon, Super Cruiser); AO—Midwest; C-P.
- MARTIN AVIATION CO.**, Box 60, Sebring, Fla.
- MARTIN, BRUCE A.**, 219 W. Center St., Medina, N. Y.
- MARTIN FLYING SERVICE, INC.**, Box 891, Gastonia, N. C.
- MARTIN FLYING SERVICE, WILLIAM E.**, Box 276, Munic. Airport, Concord, N. H.; William E. Martin, pres.; Voyager, Station Wagon (Voyager, Station Wagon); AO—NE U. S., SE Canada; C-P.
- MARTIN-O'BRIEN FLYING SERVICE, INC.**, Woodrum Field, Roanoke 12, Va.
- MARTINSBURG FLYING SERVICE, INC.**, Box 682, Martinsburg, W. Va.
- MASSEY & RANSOM FLYING SERVICE, INC.**, Box 416, Ft. Collins, Colo.
- MASTERCRAFT AVIATION SERVICE, INC.**, Hangar 6, Buffalo Airport, Buffalo, N. Y.; William R. Hart, pres.; Cub, Ercoupe, Aerona; AO—U. S., Canada; P.
- MATSON NAVIGATION CO.**, 215 Market St., San Francisco
- MATTITUCK AIRBASE, INC.**, Mattituck, N. Y.
- MATTOON AIRPORT**, Mattoon, Ill.; James McBride, pres.; Station Wagon, 2 Fairchilds, 3 Cubs, 3 Aeronaas; AO—local; C-P.
- MAUI FLYING SERVICE, THE**, Puuene Airport, Puuene, Maui, T. H. Mrs. Arabel W. O'Shea, Prop.; Bonanza (Silvaire Luscombe); AO—Hawaii; C-P.
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- MEREDITH AIR SERVICE**, Meredith, N. H.
- MERRILL AIRWAYS**, Merrill, Wis.; Victor W. Estill & Charles J. Erczovac, props.; Cub, BT-13, 3 Stinson 150s; AO—Wis., Minn., Ill., Ia.; C-P.
- MERRIMAC VALLEY AIR SERVICE, INC.**, 525 Pawtucket Blvd., Lowell, Mass.
- MERRY, RALPH S.**, Linesville, Pa.
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- METCALFE AVIATION CO.**, Box 422, Greenville, Miss.
- METEOR AIR TRANSPORT, INC.**, Teterboro Air Terminal, Teterboro, N. J.; O. L. Morrow, pres.; 3 DC-3s; AO—northeast to Detroit Chicago; C-P, mostly cargo.
- MEXIA FLYING SERVICE, INC.**, Munic. Airport, Mexia, Tex.; Louis H. Simpson, pres.; Fairchild M62A, PA-12, Voyager, Swift GC-1A, Aerona 11AC, 2 Aeronaas TACs, 3 Aerona 7ACs; AO—U. S.; C-P.
- MEXICO FLYING SERVICE, INC.**, Green Field, Mexico, Mo.
- MEYER, EARLE J.**, 138 Chestnut St., N. Attleboro, Mass.
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- MID-STATES AVIATION CORP.**, Sky Harbor Airport, Northbrook, Ill.
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- MIDWEST AIRWAYS**, Avenger Field, Hangar 3, Sweetwater, Tex.; Cliff Edwards, M. R. Hollister, props.
- MID-WEST AIR TRANSPORT, INC.**, Munic. Airport, Evansville, Ind.
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- MIDWEST AVIATION SERVICE CO.**, Box 52, Ottumwa, Ia.
- MIDWEST FLYING SCHOOL**, Midwest Airport, 4500 Tarrant Rd., Fort Worth, Tex.
- MIDWESTERN AERO SERVICE, INC.**, Box 248, Carbondale, Ill.; C. Gene Seibert, pres.; Cessna 140, Stinson 150; AO—560 miles from base; C-P-I.
- MIDWESTERN AIR SERVICE**, Pine Valley Airport, Colorado Springs, Colo.
- MIFFLIN COUNTY AIRPORT, INC.**, Reedsville, Pa.
- MILAN FLYING SERVICE**, Munic. Airport, Milan, Tenn.
- MILBANK FLYING SERVICE**, Box 494, Milbank, S. D.
- MILESTONE, MARSHALL L.**, Platte Airport, Platteville, Wis.
- MILLER FLYING SERVICE**, Munic. Airport, Ridgeland, S. C.
- MILLER, JAMES M.**, 511 Lexington St., Plainview, Tex.
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- MISSISSIPPI VALLEY AIRCRAFT SERVICE**, Fletcher Field, Box 522, Clarksdale, Miss.
- MISSOURI AIRWAYS, INC.**, Box 56, Lambert Field, St. Louis, Mo.; C. V. Qually, pres.; Aerona Chief, Aerona Sedan, 2 Cessna T150s, 2 DC-3Us (DC-3); AO—U. S., foreign; C-P. Both DC-3s have been leased to corporations.
- MOBILAIR**, Box 130, Bonham, Tex.
- MOBRIDGE FLYING SERVICE**, Mobridge, S. D.
- MODERN AIR SERVICE**, 1509 Elm, Hays, Kan.
- MODERN AIR SERVICE, INC.**, Box 1135, Greeley, Colo.
- MODERN AIR TRANSPORT, INC.**, 218 Front St., Hempstead, L. I., N. Y.
- MODERN AIR TRANSPORT, INC.**, 132 W. 47 St., N. Y.
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- MOHAWK VALLEY AVIATION, INC.**, Box 66, Williamstown, Mass.
- MOLINE AIR SERVICE**, Moline Airport, Moline, Ill.
- MONARCH AIR SERVICE**, 6054 S. Cicero, Chicago 38, Ill.
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 SKY HARBOR AIR SERVICE, P. O. Box 138, Cheyenne, Wyo.
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 SKY SERVICE, INC., 711 S. State St., Ann Arbor, Mich.; C. M. Dixon, pres.; Bonanza (2 Bonanzas); AO—U. S.; C-P.
 SKY TRAVEL, INC., Munic. Airport, Houston, Tex.
 SKYCRAFT ENTERPRISES, INC., Box 8027, Houston, Tex.
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 SKYPARKS, INC., Box 31, New Castle, Del.
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 SMITH AIRCRAFT, FRED, Munic. Airport, El Paso, Tex.
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 SMITH AVIATION, Rt. 4, Box 210, Kent, Wash.
 SMITH FLYING SERVICE, Piercetown, Ark.
 SMITH FLYING SERVICE, Box 406, Newton, Ia.
 SMITH FLYING SERVICE, Box 226, Lampasas, Tex.
 SMITH FLYING SERVICE, Wilkes-Barre Wyoming Airport, Forty-Fort, Pa.
 SMITH-LIVINGSTON AIR SERVICE, INC., Box 531, Corvallis, Ore.
 SMYER AIRCRAFT CO., Box 452, Arkansas City, Kan.
 SMYER AIRCRAFT SALES & SERVICE, Box 988, Municipal Airport, Ponca City, Okla.
 SMYRNA BEACH AERO SERVICE, INC., Box 96, New Smyrna Beach, Fla.
 SNYDER AVIATION, INC., Barrington, N. J.
 SNYDER ROBERTSON FLYING SERVICE, Box 79, Ottawa, Kan.
 SNYDER, ROY E., Ainsworth, Neb.
 SNYDER, STANLEY W., Charter & Air Taxi Service, 1 Hillside Ave., Great Neck, N. Y.
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 SOMERSET AIR SERVICE, INC., Box 46, Bedminster, N. J.; Samuel Freedman, pres.; Bonanza, Cessna 140, AT-6, Cub Coupe; AO—U. S.; C-P.
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 SOUTH GEORGIA FLYING SERVICE, INC., Box 858, Valdosta, Ga.
 SOUTH HAVEN AIR SERVICE, Munic. Airport, South Haven, Mich.
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 SOUTH TEXAS AIR ROUTES, Box 1476, Corpus Christi, Tex.
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 SOUTHERN AERO ENGINEERING, Box 1177, Orlando, Fla.; W. W. Steere, pres.; T-50, 2 Taylorcraft BC12D; AO—Southern & Eastern U. S.; C-P.

SOUTHERN AIR EXPRESS, Box 1429, Clearwater, Fla.
 SOUTHERN AIR SERVICES, Sanders Field, Walls, Miss.; Mrs. Louise C. Kent, prop.; Super Cruiser, Bonanza, PA-11, Chief, 5 Cubs; AO—X; C-P.
 SOUTHERN AIR TRANSPORT, 3191 S.W. 19th Terrace, Miami; F. C. Moor, pres.; DC-3 (2 C-46s); AO—U. S., South America; C.
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 SOUTHWEST AEROMOTIVE CORP., Rte. 2, Box 86, Springfield, Mo.
 SOUTHWEST AVIATION SERVICE, INC., P. O. Box 2516 Oklahoma City, Okla.
 SOUTHERN CALIFORNIA AIR AMBULANCE & HEARSE SERVICE, Bellflower Airport, 1451 E. Center St., Bellflower, Calif.
 SOUTHERN FLIGHT, INC., Box 608, Orlando, Fla.
 SOUTHERN ILLINOIS AIRWAYS, INC., Box 347, Marion, Ill.
 SOUTHERN INDIANA AIRLINES, 209 Citizens Nat'l Bank Bldg., Bedford, Ind.; R. P. Austin, pres.; T-50, Ercoque; AO—U. S.; C-P.
 SOUTHERN KANSAS AIR TRANSIT, Munic. Airport, Anthony, Kan.; J. Howard Wilcox, prop.; Fairchild 24, Luscombe, Stinson, 4 Aeroncas (UC-78, Stinson L5; AO—U. S.; C-P.
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 SOUTHERNAIRE CO., Box 186, Hartsville, S. C.
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 SOUTHWEST AIR RANGERS, Box 1154, El Paso, Tex.; William E. Mueller, pres.; Stinson, 2 Silvoires (Silvaire); AO—Southwest; C-P.
 SOUTHWEST AIRCRAFT, INC., Meacham Field, Ft. Worth, Texas.
 SOUTHWEST AVIATION SERVICE, Altus, Okla.
 SOUTHWEST KANSAS AIRCRAFT SALES, Munic. Airport, Greensburg, Kan.; G. A. Bertram, prop.; Cessna 140 (Cessna 170); AO—U. S.; C-P.
 SOUTHWESTERN AIRWAYS, Box 315, Oklahoma City, Okla.
 SOUTHWESTERN SKYWAYS, INC., Box 347, Santa Fe, N. M.
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 SPA FLYING SERVICE, Memorial Field, Hot Springs, Ark.
 SPANEL FLYING SERVICE, Munic. Airport, Broken Bow, Neb.; Lawrence B. Spanel, prop.
 SPARTAN AIRCRAFT CO., Munic. Airport, Tulsa, Okla.; J. Paul Getty, pres.; Spartan; AO—X; P.
 SPARTAN AVIATION, Box 909, Spartanburg, S. C.; Lewis W. Clayton, pres.; Twin Cessna, Cessna 140, Ercoque, Super Cruiser, Taylorcraft, PT-17, PT-19, BT-13, 6 Cubs; AO—U. S.; C-P.

SPEEDAIR DELIVERY, INC., 950 Westlake Ave. N., Seattle.
 SPILLMAN AERO SERVICE, INC., Holyoke, Colo.; Leslie Kunkel, pres.; Cessna 140, PA-12 (Cessna 170); AO—Phillips Cy., Colo.; C-P.
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 SPRINGER AERO SERVICE, Springer, N. M.
 SPRINGFIELD AVIATION CO., INC., Springfield Airport, Box 57, Springfield, Ill.; Carl A. Sorling, pres.; Stinson 108-1, Aeronca; AO—U. S.; C-P.
 SPRINGFIELD FLYING SERVICE, INC., Rt. 2, Box 90, Springfield, Mo.
 SPRINGFIELD FLYING SERVICE, INC., Springfield Airport, Springfield, Ore.; Robert C. Good, pres.; Cruisair, 2 PA-12s; AO—Northwest; C-P.
 STAFFORD AIRPARK, Blasdell, N. Y.
 STANDARD AIR CARGO, Boeing Field, Box 16, Seattle, Wash.; C. Canada; C-P.
 STANDARD AIRLINES, INC., Adm. Bldg., Long Beach Municipal Airport, Long Beach, Calif.
 STANLEY FLYING SERVICE, Van Buren, Mo.; William E. Standley, prop.; Fairchild, 3 Aeroncas; AO—U. S.; P.
 STARK FLYING SERVICE, Box 127, Coldwater, Kan.; Victor G. Stark, prop.
 STARNES AVIATION SERVICE, KENNETH, Box 2534, Little Rock, Ark.
 STARRETT AVIATION CO., INC., Box 529, Spencer, Ia.
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 STATE LINE AIR ACTIVITIES, LTD., Box 157, Bridgeport, Ala.
 STATESIDE AIRPORT, R. D. 3, Newburgh, N. Y.
 STATESVILLE FLYING SERVICE, Box 1163, Statesville, N. C. D. V. Keller, prop.
 STEINMAN FLYING SERVICE, FRANK, Roosevelt Field, Mineola, L. I., N. Y.; T-50; AO—East, Southeast, Midwest; A.
 STEPHENSON, R. H., 1015 N. K., Fremont, Neb.
 STERRETT'S FLYING SERVICE, Kinsley, Kan.
 STEVENSON, MALCOLM DAVID, Westbury, L. I., N. Y.
 STEWART, ARTHUR W., Box 3, Somers, N. Y.
 STEWART AVIATION CO., Box 70, Parkersburg, W. Va.; J. Wayne Stewart, pres.; Stinson, Ercoque; AO—unlimited; C-P.
 STEWART FLYING SERVICE, Munic. Airport, Massena, N. Y.
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 Currency including jewelry, precious stones and metals, etc.; also miscellaneous cargo—100% of Cargo Rates.

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Gold,
 All Securities,
 including
 non-negotiables,
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 similar interests

All Other
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1. (a) British Isles, Eire, Sweden, France, Holland, Belgium, Portugal, Spain, Switzerland, Iceland and Greenland	1½c%	2½c%
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2. Africa except Egypt	1½c%	2½c%
3. Cyprus, Turkey, Greece, Iran and Iraq.....	2½c%	5c%
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5. India and Pakistan	6½c%	12½c%
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 STONE & WELLS FLYING SERVICE, P. O. Box 5097, Jacksonville, Fla.
 STOVER AIR SERVICE, Memorial Field, Hot Springs, Ark.
 STRALEY FLYING SERVICE, Box 486, Clinton, Ia.
 STRATO-FREIGHT, INC., Munic. Airport, Albany, N. Y.; C. STRATTON AIR SERVICE, FRANK, Prineville, Ore.
 STRAUSS SKYWAYS, R.R. 1, Smith Field, Warsaw, Ind.; Frederick J. Strauss, prop.; Voyager, Cessna 140; AO—U. S.; P.
 STUCKLEY'S FLYING SERVICE, Munic. Airport, Ruston, La.; S. L. Stuckey, prop.; Voyager, Cessna, 4 Cubs; AO—500 miles from base; C-P.
 STULL FLYING SERVICE, 711 6th St., Fairbury, Neb.
 STUTTGART AVIATION SERVICE, Box 588, Stuttgart, Ark.
 SUMMIT AIR SERVICE, INC., Box 493, Laramie, Wyo.
 SUMMIT CITY AIRWAYS, Smith Field, Fort Wayne, Ind.
 SUMTER AIRWAYS, INC., Munic. Airport, Sumter, S. C.
 SUNNY SOUTH AIRCRAFT SERVICE, 8900 N. W. 7th Ave., Miami, Fla.
 SUPERIOR SKYWAYS, 900 S. Heald St., Wilmington 83, Del.; Harry C. Riblett, Prop.
 SUSSEX AERO INDUSTRIES, INC., Route 13, Bridgeville, Del.
 SUTHERLIN VALLEY AIRWAYS, Sutherlin, Ore.
 SWABY, RALPH P., Box 936, Munic. Airport, Lawton, Okla.; R. P. Swaby, prop.; UC-78, Station Wagon, Waco UKCS-5, BT-13, Ercoupe; AO—U. S.; C-P.
 SWIFT AIR SERVICE, Air Terminal Bldg., Lindbergh Field, San Diego, Calif.
 SWINSON BROS. FLYING SERVICE, Munic. Airport, Pratt, Kan.; E. C. Swinson, pres.; Stinson 165, 2 Cruisers (Stinson 165); AO—Kan.; C-P.
 SYLVA FLYING SERVICE, Sylva, N. C.

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T.C.U. AIRPORT, INC., Box 194, T.C.U. Station, Ft. Worth, Tex.
 TABER FLYING SERVICE, Harlowton, Mont.
 TACOMA FLYING SERVICE, Barry's Skyharbor, Tacoma, Wash.; PA-12, J-3, 2 Luscombes; AO—U. S.; C-P.
 TANNER FLYING SERVICE, Floydada, Tex.; W. H. Tanner, prop.; PA-12; AO—Y.; P.
 TAYLOR AIR SERVICE, Claremont Hotel Apts., Seattle.
 TAYLOR AVIATION, New Kingstown, Pa.
 TAYLOR, ROGER C., Quakertown Airport, Quakertown, Pa.
 TAYNOR-HARRIS AVIATION SERVICE, Champaign Airport, Box 617, Champaign, Ill.
 TAYLOR'S AEROSERVICE, Fisk University, Nashville 8, Tenn.
 TEMPLE AERO SERVICE, Rte. 5, Temple, Tex.; T. J. Adamson, Jr. & W. C. Jackson, props.
 TENNESSEE VALLEY FLIGHT SERVICE, INC., Pryor Munic. Airport, Decatur, Ala.; Luke Pryor, pres.; Cub, UC-78, Stearman Duster, Fairchild 24, Luscombe, BT-13A, 2 Stearmans, 5 Aeronaics; AO—U. S.; C-P.
 TERRA MARINE AIR SERVICE, 4515 Burke Ave., Seattle, Wash.
 TERRY AIRCRAFT SALES & SERVICE, Helena, Ark.
 TERRY FLYING SERVICE, Chapman Field, Waterloo, Ia.; Meryl L. Terry, mgr.; Stinson 165, 5 Cessna 140s (Stinson, Cessna 170); AO—Midwest; P.
 TEW AVIATION SERVICE, Raleigh-Durham Airport, Raleigh, N. C.
 TEXAS AEROMOTIVE CORP., Box 209, Yoakum, Tex.
 TEXAIR AVIATION, INC., 2610 S. Hampton Rd., Dallas 11, Tex.
 TEXOMA AVIATION CO., INC., Box 690, Denison, Tex.
 THOMAS AIR SERVICE, Box 201, Munic. Airport, Farmington, N. M.
 THOMAS FLYING SERVICE, Cirnella Fort Airport, Rosebank Ave., Nashville, Tenn.; Norman A. Thomas, Prop.
 THOMPSON, E. L., Box 907, Liberal, Kan.
 THOMPSON, C. M., Towanda Airport, Towanda R. D. Pa.
 THOMPSON FLYING SERVICE, INC., 3800 Dahlia St., Denver, Colo.; D. B. Bullock, pres.; Station Wagon, PA-11, 2 Cubs, 2 Super Cruisers; AO—U. S., mostly Rocky Mt. area; C-P.
 THOMPSON, HARLAN, 2815—4th St., Billings, Mont.
 THOMPSON, WILLIAM A., R. D. 6, Washington, Pa.
 THUNDERBIRD AVIATION CO., Box 26, Gallup, N. M.
 TIBBS, SCOTT R., 911 3rd St., Franklin, La.
 TILSE-BROWN AIR SERVICE, Box 346, Bend, Ore.
 TITUSVILLE SEAPLANE BASE, Box 572, Titusville, Fla.
 TOCCOA FALLS FLYING SCHOOL, INC., Letourneau Airport, Toccoa, Ga.; P-I.
 TOLEY, MILTON C., 46 Windsor St., Attica, N. Y.
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BRITISH SOUTH AMERICAN AIRWAYS CORPORATION, 11 King Street, St. James', London, S. W. 1, Eng.; John Booth, chm.; 2 Lancasters, 6 Lancastrians, 12 Yorks, 6 Tudors (13 Tudors); **AO—London, Carib., S. A.; C-P.**

BRITISH WEST INDIAN AIRWAYS LIMITED, 12 Abercromby St., Port-of Spain, Trin. B. W. I.; A. D. S. Murray; 4 Lodestars (5 Vikings); **AO—Carib.; C-P.**

BURMA NATIONAL AIRWAYS LIMITED, Rangoon, Burma; D. S. Wallen, mgr.; Aerovan; **AO—Burma; C-P.**

BUTLER AIR TRANSPORT PTY. LTD., Kingsford Smith Airport, Mascot, N. S. W., Sydney, Aus.; C. A. Butler, mng. dir.; 4 DC-3's, DH-84, 5 Ansons; **AO—New South Wales, S. W. Queensland; C-P.**

CANADIAN PACIFIC AIR LINES, Windsor Station, Montreal, Que., Can.; G. W. G. McConachie, pres.; 13 DC-3s, 3 Ansons, 9 Lodestars, 21 Norsemen, 2 Fairchilds, 3 Rapides; **AO—Canada; C-P.**

CANARY ISLAND AIRWAYS, London, Eng.; **AO—Eng., Canary Is.; C-P.**

CATHAY PACIFIC AIRWAYS, LTD., 4A Chater Rd., Hong Kong, British Crown Colony; **AO—Far East.**

CENTRAL AFRICAN AIRWAYS CORP., Box 1979, Salisbury, So. Rhodesia; D. D. Longmore, gen. mgr.; ? Vikings, Wyfarer; **AO—Gen. & S. E. Africa, U. K.; C-P.**

CENTRAL AIR TRANSPORT CORP., 2 Ta-Ming Rd., Shanghai, China; C. L. Chen, pres.; 21 C-46s, 15 C-47s, 5 DC-3s (6 Convairs); **AO—China; C-P.**

CENTRAL NORTHERN AIRWAYS, LTD., 400 Nanton Bldg., Winnipeg, Canada, M. E. Ashton, gen. mgr.; 2 Aircruisers, 7 Norsemen, 2 Fairchilds 82s, 2 Rapides, Waco, 2 Ansons; **AO—Manitoba & N. W. Ont.; C-P.**

CESKOSLOVENSKIE AEROLINE, 8, Opletalova, Prague II Airport Prague-Ruzyně, Prague, Czechoslovakia; Alois Kubita, dir. gen.; 23 DC-3s, 3 JU-52s, 5 SI-204s (4 DC-3s); **AO—Europe, Africa, Asia; C-P.**

CHINA NATIONAL AVIATION CORP., Chunking, China; **AO—China, India; C-P.**

CIVIL AIR FLEET ADMINISTRATION, Moscow, U.S.S.R.; **AO—U.S.S.R.; C-P.**

COMPAGNA TRANSPORT AEREI (See Airone).

COMPAGNIE GENERALE DE TRANSPORTS, Beirut, Lebanon; Basile Meguerdiche, dir. gen.; DC-3, JU-52 (3 DC-3s, 2 JU-52s); **AO—Near East, Africa, Europe; C-P.**

COMPANHIA DE TRANSPORTES AEREOS, Ave. da Liberdade, 72-A, Lisbon, Portugal; C. E. Bleck, mng. dir.; 2-DC-3s, 3 Rapides; **AO—Portugal; C-P.**

COMPANHIA MERIDIONAL DE TRANSPORTES, S. A., Rio de Janeiro, Brazil; **AO—Brazil; C-P.**

COMPANIA AERONAUTICA URUGUAYA, S. A., Calle 25 de Mayo 418 Montevideo, Urag.; **AO—Urag.-Arg.; C-P.**

COMPANIA AUXILIAR DE NAVIGACION AEREA, S. A., Madrid, Spain; 4 Aerovans, 4 Geminis, 2 Argus 410s; **AO—Spain.**

COMPANIA CUBANA DE AVIACION, Prado 252, Havana, Cuba; **AO—Cuba; C-P.**

COMPANIA DE AVIACION FAUCETT, Hotel Bolivar, Lima, Peru; **AO—Peru; C-P.**

COMPANIA DE TRANSPORTE AEREOS CENTRO-AM. DE COSTA RICA (Part of TACA Airways System) San Jose, Costa Rica; **AO—Costa Rica; C-P.**

COMPANIA DOMINICANA DE AVIACION, C. POR A., Ciudad Trujillo, Dom. Rep.; Harry Rammer, gen. mgr.; 2 DC-3s, C-46, Cessna (C-46); **AO—Dom. Rep., Turks Is., B.W.I.; San Juan, P. R.; C-P.**

COMPANIA GUATEMALTECA DE AVIACION, 12 Calle Poniente No. 6, Guatemala City, Guat.; Gonzalo Yur-

rita, mgr.; 5 C-47s, 2 DC-3s, Norseman; **AO—Guatemala; C-P.**

COMPANIA MERCANTIL DE LINEAS AEREAS ESPANOLAS, S. A., Plaza de Canovas 4, Palace Hotel Bldg., Madrid, Spain; J. R. Paz, pres.; 3 DC-4s, 13 DC-3s, 3 JU-52s, 3 Dragons, Consul; **AO—Spain, N. & W. Africa, Canary Is., Port., Brasil, Urag., Arg., Biafra Bay, Switz., Italy; C-P.**

COMPANIA MEXICANA DE AVIACION, S. A., Bolivar No. 21, Mex. City, Mex.; E. R. Silliman, gen. mgr.; 5 DC-4s, 11 DC-3s, 3 C-39s, C-47; **AO—Mex., Los Angeles, Hav.; C-P.**

COMPANIA NACIONAL TACA DE NICARAGUA (Part of TACA Airways System), Managua, Nicaragua; **AO—Nicaragua; C-P.**

COMPANIA PANAMENA DE AVIACION, David, Panama; 2 DC-3s (DC-3); **AO—Panama.**

COMPANIA TRANSANDINA DE AVIACION, S. A., Bogota, Colombia; Carlos Pers, mgr.; DC-3, 6 Lodestars; **AO—Col.; C-P.**

COMUNICACIONES AEREAS DE VERACRUZ, S. A., Calle Lerdo 21, Jalapa, Vera Cruz, Mex.; **AO—Mex.; C-P.**

CONNELLAN AIRWAYS, Alice Springs, Cen. Aus.; E. J. Connellan, pres.; 2 DH-89As, 2 DH-90s, DH-82, D-17, DH-75, Short Scion; N. & W. Aus.; **C-P.**

COOK STRAIT AIRWAYS, LTD., Haven Rd. & Walmea St., Nelson, New Zeal.; **AO—New Zeal.; C-P.**

CORPORACION SUDAMERICANA DE SERVICIOS AEREOS, S. A., 25 De Mayo 299, Buenos Aires, Arg.; **AO—Arg.-Para., Urag.; C-P.**

DALMIAN JAIN AIRWAYS, LTD., 40 Dalhousie Sq., E. Calcutta, India.

DANISH AIR LINES (See Det Danske Luftfartsselskab).

DECCAN AIRWAYS, Bashir Bagh Rd., Hyderabad, India; **AO—India.**

DET DANSKE LUFTFARTSELSKAB (Part of Scandinavian Airlines System), Copenhagen Airport, Kastrup, Cop., Denmark; P. Kampmann, pres.; 2 DC-6s, 2 DC-4s, 15 DC-3s, 4 Vikings, JU-52 (B-377); **AO—Europe, Africa, N. & S. Am.; C-P.**



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TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD
(Distances in Statute Miles)

FROM	TO	Azores	Bahia	Bombay	Buenos Aires	Cairo	Cape Town	Chicago	Guam	Honolulu	Juneau	London	Melbourne	Mexico City	New Orleans	New York	Panama	Paris	Rio de Janeiro	San Francisco	Santiago	Seattle	Singapore	Tokyo	
Azores	3,906	2,148	5,930	5,385	3,325	5,670	3,305	8,985	7,421	4,715	1,562	12,190	4,584	3,718	2,604	3,918	1,617	4,312	5,114	5,718	4,720	8,338	7,370	
Bahia	3,906	2,040	2,022	8,215	785	4,923	6,490	6,380	8,445	6,180	2,568	8,150	8,155	7,212	6,046	7,907	2,385	7,012	7,521	8,876	6,848	4,443	5,242	
Bombay	2,148	2,040	3,947	7,411	1,823	5,949	4,458	7,158	7,384	4,638	575	9,992	6,119	5,182	4,026	5,902	540	6,246	5,744	7,842	5,121	6,226	5,823	
Buenos Aires	5,930	2,022	3,947	9,380	2,698	5,133	8,144	4,831	3,172	6,992	4,526	6,140	9,818	8,962	7,875	9,832	4,391	8,438	8,523	10,127	7,850	2,425	4,247	
Cairo	5,385	7,411	9,380	...	7,425	4,332	5,598	10,516	7,653	7,964	6,919	7,336	4,609	4,902	5,295	3,319	6,891	1,230	6,487	731	6,866	9,940	11,501	
Cape Town	3,325	785	2,698	7,428	.....	4,476	6,231	7,175	8,925	6,352	2,218	8,720	7,807	6,862	5,701	7,230	2,020	6,242	7,554	8,100	6,915	5,152	6,905	
Chicago	8,985	6,490	4,458	4,332	4,476	.....	8,551	8,918	11,655	10,382	5,975	6,510	8,620	8,300	7,945	7,090	5,752	3,850	10,340	5,080	10,305	6,025	9,234	
Guam	3,906	7,158	8,144	3,598	6,231	8,551	.....	7,510	4,315	2,310	4,015	9,837	1,680	827	727	2,320	4,219	5,320	1,875	5,325	1,753	9,475	6,410	
Honolulu	7,421	4,638	8,172	7,653	7,175	8,918	7,510	.....	3,896	5,225	7,605	8,497	7,690	7,895	8,115	9,220	7,675	11,710	5,952	9,946	5,785	2,990	1,596	
Juneau	1,562	2,568	6,992	6,140	6,352	11,655	4,315	3,896	.....	2,825	7,320	8,581	3,846	4,305	5,951	5,347	7,525	8,400	2,407	6,325	2,707	6,874	3,940	
London	1,562	2,568	6,992	6,140	6,352	11,655	4,315	.....	4,496	8,162	10,500	.....	8,599	9,455	10,541	9,211	4,760	7,611	1,530	7,320	870	7,375	4,117	
Melbourne	12,190	8,150	9,992	6,140	7,336	8,720	6,510	8,937	3,497	5,581	8,162	10,500	8,599	9,455	10,541	9,211	10,500	8,340	7,970	7,130	8,330	3,768	5,172
Mexico City	4,584	3,718	2,611	9,818	4,609	7,807	1,690	7,690	3,846	3,210	6,605	8,599	.....	940	2,110	1,532	5,800	4,810	1,870	4,122	2,339	10,495	7,190	
New Orleans	3,718	2,611	3,952	4,902	6,862	8,390	827	7,895	4,805	2,860	4,656	9,456	940	.....	1,161	1,600	4,846	4,798	1,960	4,553	2,137	10,255	6,993	
New York	2,604	4,026	7,875	5,295	5,701	7,845	727	8,115	5,051	2,874	3,500	10,541	2,110	1,161	.....	2,211	3,600	4,810	2,606	5,134	2,440	9,617	6,846	
Panama	3,918	5,902	9,832	3,319	7,230	7,090	2,320	9,220	5,347	4,456	5,310	9,211	1,532	1,600	2,211	.....	5,440	3,311	3,349	3,000	3,680	11,800	8,560	
Paris	1,617	2,365	540	4,391	6,891	2,020	4,219	7,675	7,525	4,700	210	10,500	5,900	4,846	3,600	5,440	.....	5,710	5,680	7,300	5,080	6,730	6,132	
Rio de Janeiro	4,312	6,246	8,438	1,230	6,242	3,850	5,820	11,710	8,400	7,611	5,747	8,840	4,810	4,798	4,810	3,311	5,710	.....	6,655	1,862	6,945	9,875	11,600	
San Francisco	5,114	5,744	8,523	6,487	7,554	10,440	1,875	5,962	2,407	1,530	5,440	7,970	1,870	1,960	2,606	3,349	5,680	6,655	.....	5,966	692	8,440	5,250	
Santiago	5,718	8,876	7,842	10,127	731	8,100	5,080	9,946	6,935	7,320	7,275	7,130	4,122	4,553	5,134	3,000	7,300	1,852	5,960	.....	6,466	10,270	10,850	
Seattle	4,720	6,848	5,121	7,830	6,956	6,915	10,305	1,753	5,785	2,707	870	8,830	2,339	2,137	2,440	3,680	5,080	6,945	692	6,466	.....	8,300	4,863	
Singapore	8,338	4,443	2,425	9,940	5,152	6,925	9,475	2,990	6,874	7,375	6,818	3,768	10,495	9,617	11,800	6,730	9,875	8,440	10,270	8,200	.....	3,850	.....
Tokyo	7,370	5,242	4,247	11,501	6,905	9,234	6,410	1,596	3,940	4,117	6,950	5,172	7,190	6,998	8,560	6,132	11,600	5,250	10,850	4,863	3,850	.....	.....

DET NORSKE LUFFARTSELSKAB A-S, (Part of Scandinavian Airlines System), Fr. Nansens Plass 8, Oslo, Norway; H. Riller-Larsen, pres.; 2 DC-6s, 2 DC-4s, 13 DC-3s, 2 Mark VI seaplanes, 4 JU-52 seaplanes; AO—Europe, Middle East, Africa, N & S. Am.; C-P.

DIVISAO DE EXPLORACAO DOS TRANSPORTES AEREOS, Lourenco Marques, Mozambique; Pinho da Cunha, mgr.; 2 DC-3s, 2 Lodestars, Lockheed 14, 3 JU-52s, 6 Rapides; AO—Mozambique; C-P.

DAVISAO DE EXPLORACAO DOS TRANSPORTES AEREOS DE ANGOLA, Caixa Postal 79, Luanda, Angola; 3 DC-3s, 2 Reliants, Beechcraft, Leopard Moth, 2 PT-26As, 7 Rapides; AO—Angola, Belg. & Fr. Congo; C-P.

EAST AFRICAN AIRWAYS CORP., Delamere Ave., Nairobi, Kenya; Cpt. M. Sorsbie, gen mgr.; (6 Doves); AO—East Africa; C-P.

EMPRESA DE TRANSPORTES AEROVIAS BRASIL, S. A., Ave. Aparcio Borges 123, Rio de Jan., Brazil; C-P.

EXPRESO AEREO INTERAMERICANO, S. A., 204 Prado St., Havana, Cuba; Hugh McL. Fenwick; 2 DC-3s, 2 C-47s, 4 Lodestars; 2 C-46s; AO—Cuba, Carib., Isle of Pines, Miami; C-P.

ETHIOPIAN AIR LINES, INC., Addis Ababa, Ethiopia; AO—N. E. Africa.

FAR EASTERN AIR TRANSPORT, INC., Manila, Philippines; AO—Philippines; C-P.

FLOTA AEREA MERCANTE ARGENTINA, Buenos Aires, Arg.; AO—Arg., Chile, Europe, U. S.; C-P.

FLUGFELAG ISLANDS, H. F., 11 Austurstraeti, Reykjavik, Iceland; AO—Iceland; C-P.

GARDE D'HAITI, Port-Au-Prince, Haiti; AO—Haiti; C-P.

JOLFO Y PACIFICO AEROTRANSPORTES, S. A., Mario Molina 48, Veracruz, Vera Cruz, Mex.; AO—Mex.; C-P.

GRASHANSKI VOSDUCHNY FLOT (See Civil Air Fleet Administration).

GUERNSEY AIRWAYS (See British European Airways).

GUILLERMO L. TABOADA, Merida, Mex.; AO—Mex.; C-P.

GUINEA AIRWAYS, Airways House, 132 N. Terrace, Adelaide, Australia; G. H. Archibald, pres.; 3 DC-3s (2 DC-3s); AO—S. Aus., N. Territory; C-P.

HUNTING AIR TRAVEL, LTD., London, Eng.; J. L. Smith, gen. mgr.; 4 Avro XIXs, 2 Rapides, 6 Doves, 2 Vikings, 3 Percival Proctor Vs; P.

IBERIA (See Compania Mercantil de Lineas Aereas Espanolas, S. A.).

INDIAN NATIONAL AIRWAYS, LTD., Scindia House, Connaught Circus, New Delhi, India; V. H. Dalmia, mng. dir.; 4 Wayfarers, 3 Beechcraft, 8 DC-3s, 5 Vikings (Viking); AO—India; C-P.

INDONESIAN AIRWAYS, Jogjakarta, Indonesia; DC-3; AO—Indonesia-Singapore.

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Argentina	1.51	.76	3.79	6.83	9.87	15.95	31.15	103.36	44
Australia	1.62	1.27	5.43	11.91	18.39	31.35	63.75	70.23	11
Austria	1.05	.49	2.52	4.48	6.44	10.36	20.16	43.68	22
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
Bahamas	.83	.14	1.25	1.81	2.37	3.49	5.29	12.01	22
Belgian Congo	1.38	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Belgium	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
Bermuda	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	22
Bolivia (3)	1.08	.40	2.28	3.88	5.48	8.68	16.68	71.08	44
British Guiana	1.07	.39	2.24	3.80	5.36	8.48	16.28	35.00	22
Chile	1.31	.56	2.99	5.23	7.47	11.97	23.17	50.05	22
China (6)	1.43	1.08	4.67	8.99	13.31	21.95	43.55	218.35	50
Colombia	1.08	.27	1.89	2.97	4.05	6.21	11.61	36.72	44
Cuba (4)	.80	.15	1.25	1.85	2.45	3.65	6.05	13.85	22
Curacao	.72	.36	1.80	3.24	4.68	7.56	14.76	68.72	44
Czechoslovakia	.88	.48	2.32	4.24	6.16	10.00	19.60	84.88	44
Denmark	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22	44
Dominican Republic	.86	.22	1.52	2.40	3.28	5.04	9.44	39.36	44
Ecuador	1.24	.33	2.23	3.55	4.87	6.51	13.11	57.99	44
Egypt	1.35	.64	3.27	5.83	8.39	13.51	26.31	57.03	22
Elre (Ireland)	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Fiji	1.67	1.00	4.67	8.67	12.67	20.67	40.67	88.67	22
Finland	.88	.51	2.41	4.45	6.49	10.57	20.77	90.13	44
French Guiana	.79	.44	2.11	3.87	5.63	9.15	17.95	39.07	22
Germany (2)	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10	22
Gold Coast Colony	1.18	.64	3.10	5.66	8.22	13.34	26.14	56.86	22
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.67	22
Greece	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Guatemala	1.01	.25	1.76	2.76	3.76	5.76	10.76	44.76	44
Haiti	.72	.21	1.35	2.19	3.03	4.71	8.91	37.47	44
Honduras (5)	.78	.28	1.62	2.74	3.86	6.10	11.70	49.78	44
Hong Kong	1.74	1.39	5.91	11.47	17.03	28.15	55.95	122.67	22
Iceland	.89	.33	1.88	3.20	4.52	7.16	13.76	58.64	44
India	1.70	.97	4.61	8.49	12.37	20.13	39.53	85.22	22
Italy	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58	22
Luxembourg	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
New Zealand	1.82	1.17	5.33	10.01	14.69	24.05	47.45	52.13	11
Netherlands	.89	.43	2.18	3.90	5.62	9.06	17.66	76.14	44
Newfoundland	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	15
Nicaragua	.80	.29	1.67	2.83	3.99	6.31	12.11	51.55	44
Norway	1.02	.47	2.43	4.31	6.19	9.95	19.35	83.27	44
Philippines (7)	1.81	1.26	5.59	10.63	15.67	25.75	50.95	222.31	44
Portugal (1)	.71	.44	2.03	3.79	5.55	9.07	17.87	38.99	22
El Salvador	1.02	.26	1.80	2.06	3.10	5.18	10.38	45.74	44
Siam	2.29	1.50	6.79	12.79	18.79	30.79	60.79	126.79	22
Surinam	.92	.41	2.15	3.79	5.43	8.71	16.91	72.67	44
Sweden	.85	.49	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland	.92	.45	2.27	4.07	5.87	9.47	18.47	79.67	44
Syria	1.22	.64	3.14	5.70	8.26	13.38	26.18	113.22	44
Trieste	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Trinidad and Tobago	1.03	.35	2.08	3.48	4.88	7.68	14.68	31.48	22
Tunisia	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.61	44
Turkey	1.15	.57	2.86	5.14	7.42	11.98	23.38	100.90	44
Union of South Africa	1.31	.94	4.13	7.89	11.65	19.17	37.97	41.73	11
Uruguay	1.26	.76	3.54	6.58	9.62	15.70	30.90	134.26	44
Vatican City State	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Venezuela	1.27	.36	2.35	3.79	5.23	8.11	13.51	50.73	44

Note: Weight limits are set by the respective countries involved.)

- (1) Weight limit applies only as far as Lisbon: 11-lb. limit to remainder of Portugal—\$19.63.
- (2) Gift parcels only.
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- (6) Parcels for China exceeding 22 pounds in weight accepted for the cities of Canton (Kwangtung), Peiping (Hopeh), Shanghai (Kiangsu), Swatow (Kwangtung), and Tientsin (Hopeh) only.
- (7) Parcels for the cities of Manila, Baguio, Iloilo, Cebu, Zamboanga, and Davao, and the municipality of Tacloban in the Province of Leyte may weigh up to 44 pounds. The weight limit for other places is 11 pounds, except that parcels containing only legal, educational, medical, or scientific books may weigh up to 22 pounds when addressed for delivery in cities in the Philippines.

- IRANIAN AIRWAYS CO., 545 Ave. Saadi, Teheran, Iran; G. H. Eftehaj, mng. dir.; 6 DC-3s, UC-61; **AO—Middle East, Greece, Italy, France, Eng., Holland; C-P.**
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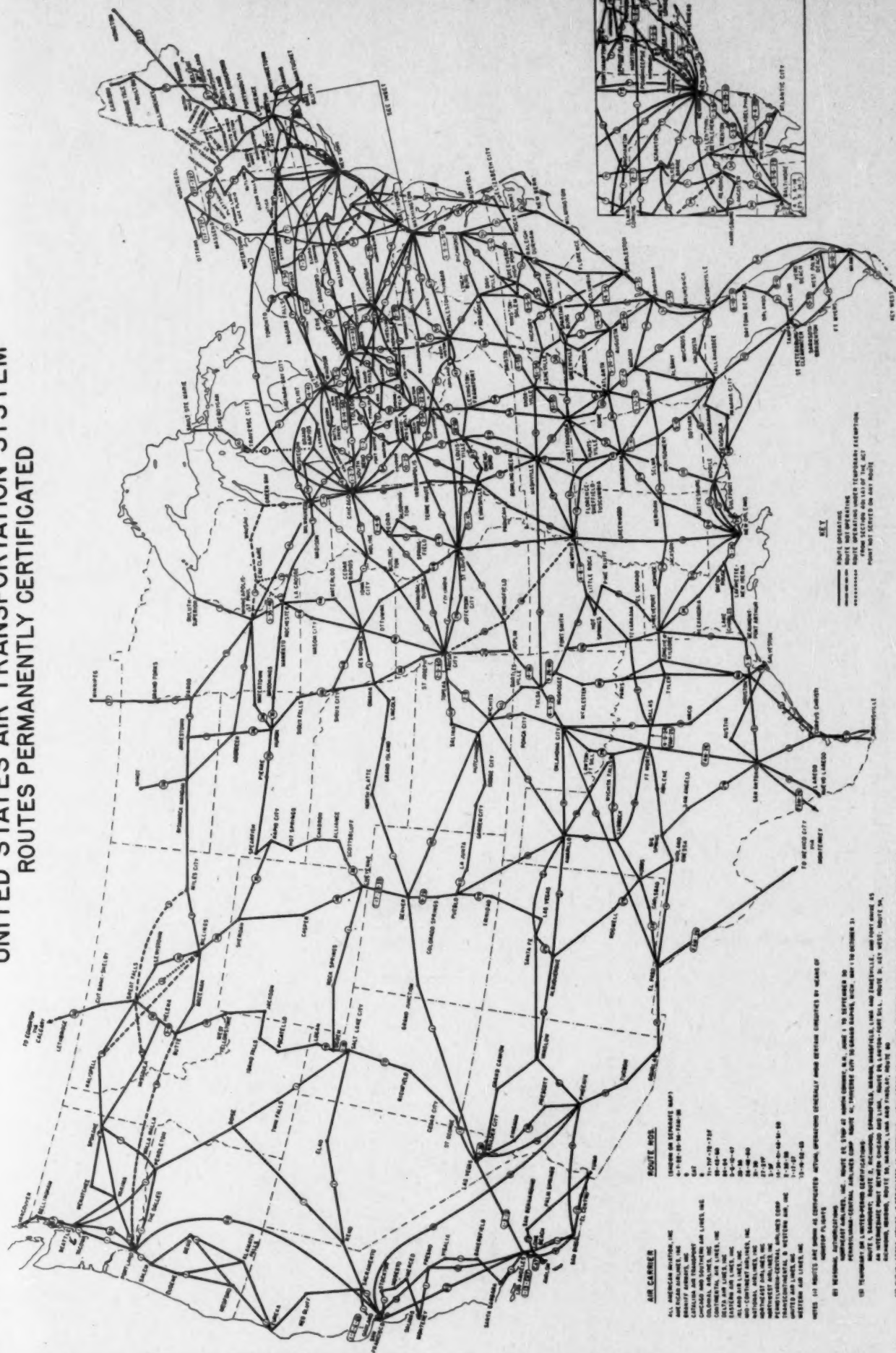
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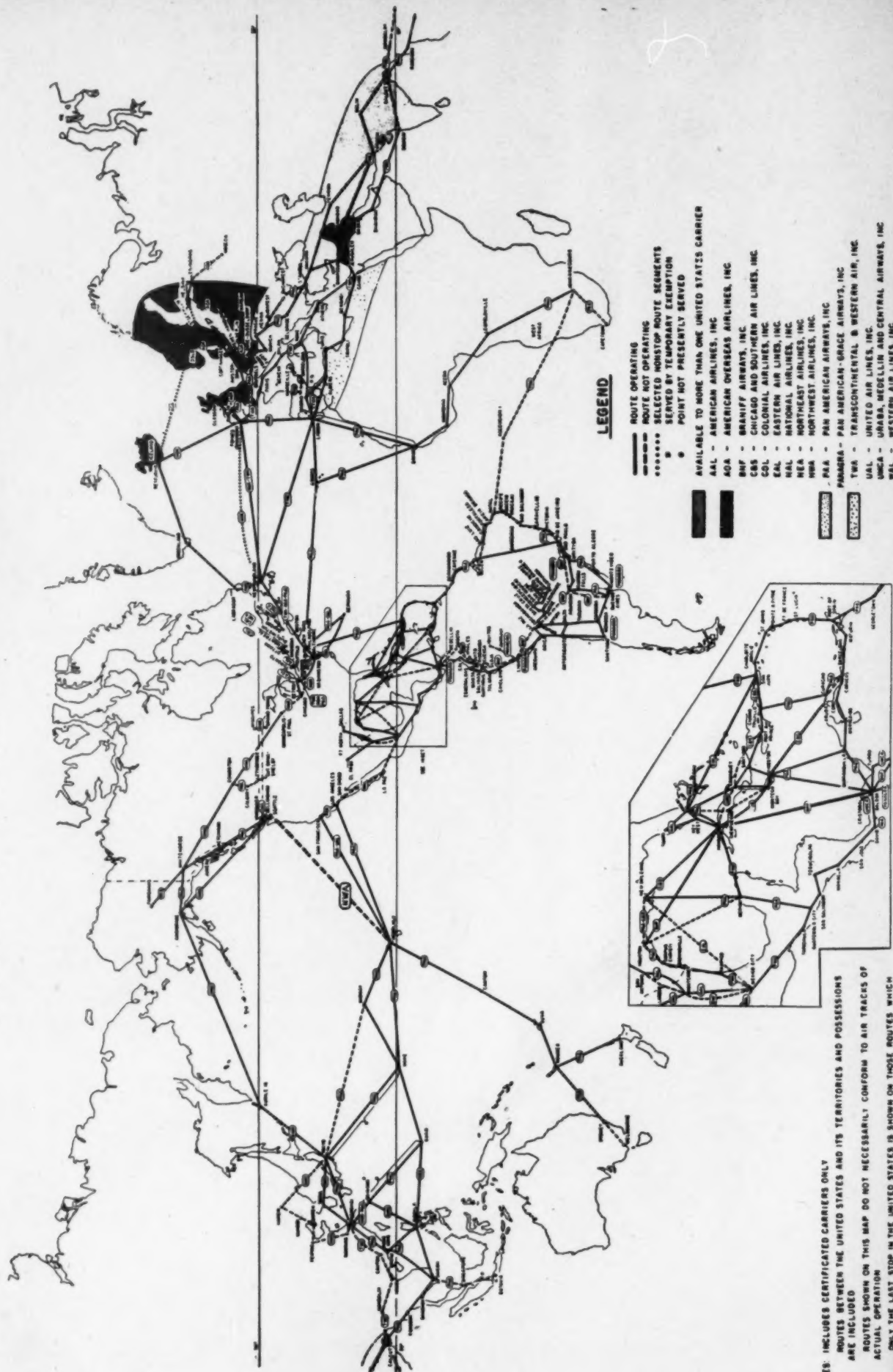


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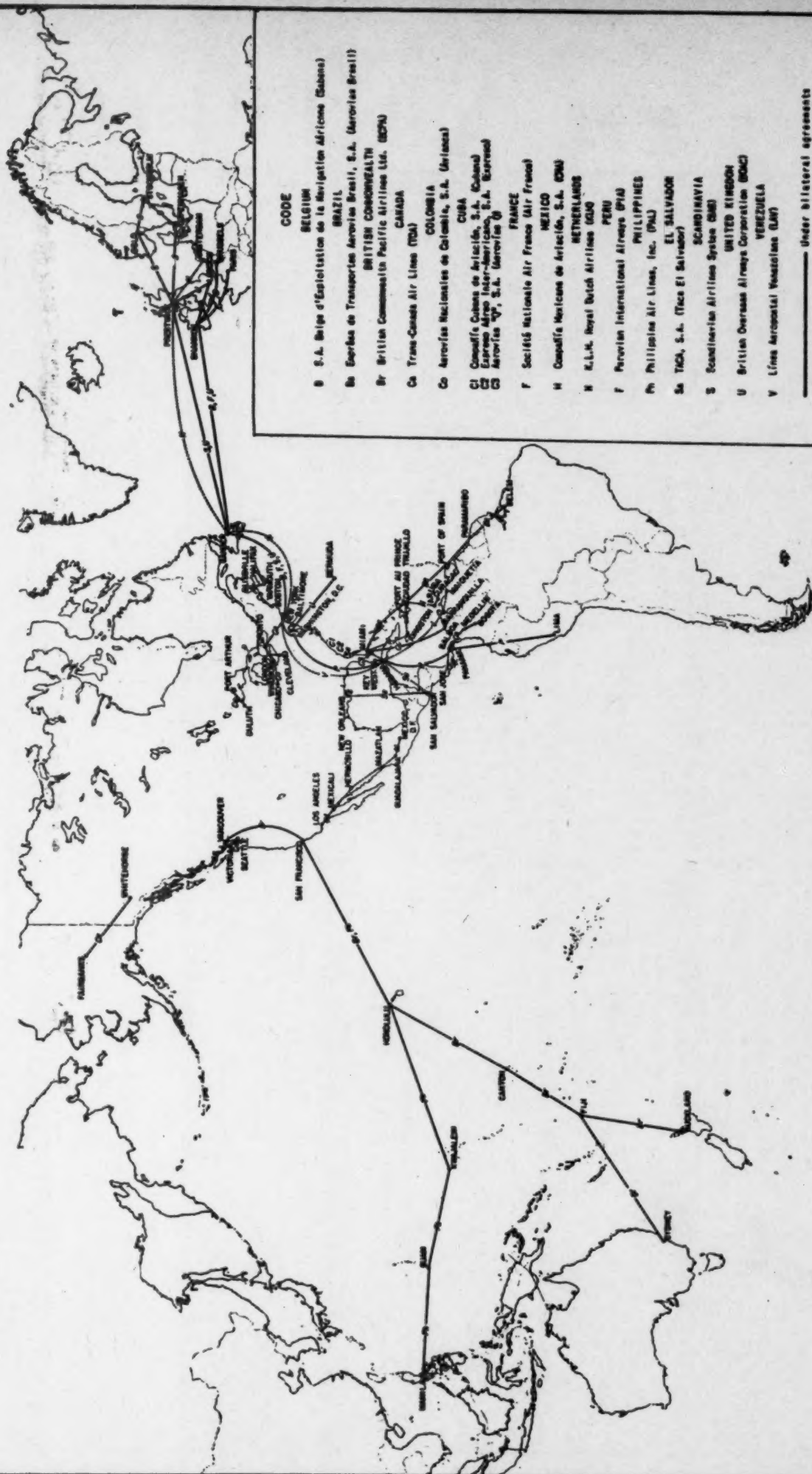
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- PERU
- P Peruvian International Airways (PIA)
- PHILIPPINES
- Ph Philippine Air Lines, Inc. (PAL)
- EL SALVADOR
- SA TACA, S.A. (TACA El Salvador)
- SCANDINAVIA
- S Scandinavian Airlines System (SAS)
- UNITED KINGDOM
- U British Overseas Airways Corporation (BOAC)
- VENEZUELA
- V Línea Aeropostal Venezolana (LAV)

Under bilateral agreements

Not under bilateral agreements

AIR SHIPPING ★ ★ ★

(REG. U. S. PAT. OFF.)

International Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage	LIT—Little Rock, Ark.
BUJ—Beaumont, Tex.	LAX—Los Angeles
BGR—Bangor, Me.	MEM—Memphis
BOS—Boston	MEX—Mexico City
BRO—Brownsville, Tex.	MIA—Miami
BTU—Burlington, Vt.	MKE—Milwaukee
CHI—Chicago	MPS—Minneapolis-St. Paul
CLE—Cleveland	UL—Montreal
CRP—Corpus Christi, Tex.	MSY—New Orleans
CTB—Cut Bank, Mont.	LGA—New York (La Guardia)
DAL—Dallas	IDL—New York (Idlewild)
YIP—Detroit	EWK—Newark
DLH—Duluth	NLD—Nueva Laredo, Mex.
ELD—El Dorado, Ark.	PUK—Paducah, Ky.
ELP—El Paso	PIA—Peoria, Ill.
EVV—Evansville, Ind.	PHL—Philadelphia
FWA—Fort Wayne, Ind.	PIT—Pittsburgh
FTW—Fort Worth	PDX—Portland, Ore.
GFK—Grand Forks, N. D.	QY—Sydney, N. S.
GRW—Greenwood, Miss.	STL—St. Louis
HFD—Hartford	SAT—San Antonio
HAV—Havana	SFO—San Francisco
HOT—Hot Springs, Ark.	SEC—Seattle
HOU—Houston	SHV—Shreveport, La.
HJR—Honolulu	SGF—Springfield, Mo.
IND—Indianapolis	TPA—Tampa
JAN—Jackson, Miss.	HUF—Terre Haute, Ind.
MKC—Kansas City, Mo.	TOL—Toledo, Ohio
LRD—Laredo	DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—Braniff International Airways
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Sabena
SA—Swire
SI—Skyways International
SW—Seaboard & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over \$7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

P: Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

TA: No valuation charge for shipments under \$5,000 valuation. . . . TACA has a special rate for shipments over 500 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

* This involves onward carriage by another airline.

▲ TCA Air cargo rate of 25 lbs. or less.

TC Cheaper "deferred" rate available. Contact airline direct.

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Aalborg, Denmark	LGA AO*	1.30	.92	.15	Su, Th
"	IDL SS	1.28	.89	.20	Su, M, W, F
"	IDL K	1.23	.86	.15	W, F
Aarhus, Denmark	LGA AO*	1.27	.90	.15	Su, Th
"	IDL SS	1.27	.88	.20	Su, M, W, F
Aberdeen, Scotland	LGA AO*	1.24	.96	.15	Dly
Abo, Finland	LGA AO*	1.37	.97	.15	Su, T, Th
Accra, Br. Gold Coast	LGA P	1.89	1.42	.15	M, Th
"	BOS P	1.86	1.40	.15	M, Th
"	LGA BO	1.89	1.42	.20	Dly except W
"	IDL AF	1.89	1.42	.20	"
"	BOS AF	1.86	1.40	.20	"
Addis Ababa, Ethiopia	LGA AO*	2.29	1.71	.15	Dly
"	LGA BO	2.14	1.63	.20	"
Aden, Aden	LGA AO*	2.19	1.64	.15	Dly
"	LGA BO	2.11	1.60	.20	"
Ajaccio, Fr. Corsica	LGA AO*	1.32	1.04	.15	Dly
"	IDL AF	1.29	.97	.20	Thrice Wkly
"	BOS AF	1.29	.95	.20	"
Algiers, Algeria	LGA TW	1.32	.95	.20	M
"	LGA AO*	1.54	1.18	.15	T, F, Sa
"	LGA C*	1.30	.93	.30	"
"	IDL AF	1.32	.95	.20	Dly
"	BOS AF	1.29	.93	.20	Dly
Allahabad, India	DCA C*	1.30	.93	.30	"
"	IDL AF	1.32	.95	.20	Dly
Amsterdam, Netherlands	LGA AO	1.15	.83	.20	Su, T, Th
"	LGA SI	1.25	.75	.25	Frequently
"	IDL S	1.15	.84	"	"
"	LGA TR	.86	.71	.124	Frequently
"	HFD TR	.86	.71	.124	"
"	LGA C*	1.13	.83	.30	"
"	DCA C*	1.13	.83	.30	"
"	LGA BO	1.15	.83	.20	Dly except W
"	IDL SS	1.44	.99	.20	Su, M, W, F
"	IDL AF	1.15	.83	.20	Dly
"	BOS AF	1.12	.81	.20	Dly
"	IDL K	1.15	.83	.15	Dly except M
"	LGA TC	.85	.70	.25	"
Anchorage, Alaska	SEC P	.45	.18	.15	Dly

Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Apal (cont'd)	HJR PH	1.70	1.25	.20	W, Sa
"	LAX W*	2.50	1.80	.20	"
"	PDX W*	2.50	1.80	.20	"
"	SEC W*	2.50	1.80	.20	"
Apari, Phil.	SFO PH	2.60	1.90	.20	W, Sa
"	HJR PH	1.80	1.35	.20	W, Sa
"	LAX W*	2.60	1.90	.20	"
"	PDX W*	2.60	1.90	.20	"
"	SEC W*	1.60	1.90	.20	"
Aracaju, Brazil	LGA P	1.46	1.10	.15	Dly
"	MIA P	1.26	.15	.15	Dly
"	MSY P	1.53	.15	.15	Dly
"	HOU P	1.68	.15	.15	Dly
"	BRO P	1.60	.15	.15	Dly
"	CRP P	1.63	.15	.15	Dly
"	NLD P	1.63	.15	.15	Dly
"	LAX P	1.90	.15	.15	Dly
Arequipa, Peru	MIA P	1.10	.83	.15	Dly
"	MSY P	1.27	.95	.15	Dly
"	HOU P	1.33	.99	.15	Dly
"	BRO P	1.23	.96	.15	Dly
"	CRP P	1.30	.98	.15	Dly
"	NLD P	1.26	.15	.15	Dly
"	LAX P	1.46	1.10	.15	Dly
Arica, Chile	MIA P	1.14	.85	.15	Dly
"	MSY P	1.30	.98	.15	Dly
"	HOU P	1.36	1.01	.15	Dly
"	BRO P	1.31	.98	.15	Dly
"	CRP P	1.34	1.00	.15	Dly
"	NLD P	1.26	.15	.15	Dly
"	LAX P	1.48	1.11	.15	Dly
"	MIA SI	1.14	.85	.20	Frequently
"	LGA SI	1.23	.94	.20	Frequently
Armenia, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1.04	.15	.15	Dly
"	HOU P	1.15	.15	.15	Dly
"	BRO P	1.07	.15	.15	Dly
"	CRP P	1.10	.15	.15	Dly
"	NLD P	1.09	.15	.15	Dly
"	LAX P	1.34	.15	.15	Dly
"	BUJ CS	.51	.39	.15	T, Th, Sa
"	CHI CS	.53	.41	.15	T, Th, Sa
"	YIP CS	.53	.41	.15	T, Th, Sa
"	ELD CS	.53	.40	.15	T, Th, Sa
"	EVV CS	.53	.40	.15	T, Th, Sa
"	FWA CS	.53	.41	.15	T, Th, Sa
"	GRW CS	.53	.40	.15	T, Th, Sa
"	HOT CS	.53	.40	.15	T, Th, Sa
"	HOU CS	.51	.39	.15	T, Th, Sa
"	IND CS	.52	.40	.15	T, Th, Sa
"	JAN CS	.50	.38	.15	T, Th, Sa
"	LIT CS	.52	.40	.15	T, Th, Sa
"	MEM CS	.50	.38	.15	T, Th, Sa
"	MSY CS	.49	.37	.15	T, Th, Sa
"	PUK CS	.51	.39	.15	T, Th, Sa
"	PIA CS	.53	.41	.15	T, Th, Sa
"	STL CS	.52	.40	.15	T, Th, Sa
"	SHV CS	.52	.40	.15	T, Th, Sa
"	HUF CS	.53	.41	.15	T, Th, Sa
"	TOL CS	.53	.41	.15	T, Th, Sa
Aruba, N.W.I.	MIA K	.41	.29	.15	Dly
Asmara, Ethiopia	LGA AO*	2.08	1.56	.15	Dly
"	LGA BO	1.98	1.55	.20	Dly except W
Asuncion, Paraguay	LGA P	1.77	.15	.15	Dly
"	MIA P	1.53	.15	.15	Dly
"	MSY P	1.75	.15	.15	Dly
"	HOU P	1.94	.15	.15	Dly
"	BRO P	1.86	.15	.15	Dly
"	CRP P	1.89	.15	.15	Dly
"	NLD P	1.89	.15	.15	Dly
"	LAX P	2.19	.15	.15	Dly
Athens, Greece	LGA AO*	1.66	1.29	.15	T, F, Sa
"	IDL SA	1.57	1.11	.15	Sa
"	LGA SI	1.70	1.35	.25	Frequently
"	LGA TR	1.20	.90	.15	Frequently
"	HFD TR	1.20	.90	.15	Frequently
"	IDL SW	1.28	1.03	.20	"
"	LGA C*	1.53	1.11	.30	"
"	DCA C*	1.53	1.11	.30	"
"	LGA BO	1.57	1.11	.20	F
"	IDL AF	1.57	1.11	.20	Weekly
"	BOS AF	1.54	1.09	.20	"
"	IDL K	1.57	1.11	.15	T, F
"	IDL SS	1.57	1.11	.20	Su, M, W, F
"	LGA TW	1.57	1.11	.20	Dly
"	DCA TW	1.59	1.14	.20	M, Sa
"	CHI TW	1.63	1.18	.20	Sa
"	CHI TW	1.63	1.18	.20	Sa
"	PHL TW	1.58	1.13	.20	M, Sa
"	YIP TW	1.54	1.09	.20	F
"	BOS TW	1.61	1.16	.20	F
"	LGA TC	1.15	.90	.25	"
Auckland, N. Z.	LAX P	2.06	1.57	.15	M
"	SFO P	2.06	1.57	.15	M
"	LGA BO	3.73	2.80	.20	Sa, T, F
"	SFO BO*	2.06	1.55	.15	"

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Un-der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Un-der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Un-der 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value	
Italy	LGA AO*	1.45	1.15	15		Dly	Basco (cont'd)	LAX W*	2.60	1.90	20		Bombay (cont'd)	IDL K*	2.23	1.67	20	Dly except M		
Philippines	LGA BO	1.37	1.07	20		Dly except W		PDX W*	2.60	1.90	20			LGA TC	2.30	1.40	25			
	SFO PH	2.60	1.90	20		W,Sa		SEC W*	2.60	1.90	20		Bonaire, N.W.I.	MIA K	.44	.32		Dly except Sa		
	HJR PH	1.89	1.36	20		W,Sa	Basle, Switzerland	LGA TC	.45	.35	25	T,F,Sa	Bonanza, Nicaragua	MSY TA	.56	.43	10	W,F		
	LAX W*	2.60	1.90	20				LGA AO*	1.32	.98	15	Frequently	Bone, Algeria	MEX TA	.44	.34		T,Th,Sa		
	PDX W*	2.60	1.90	20				LGA TR	.92	.80	124	Frequently		LGA AO*	1.42	1.12	15	Dly		
	SEC W*	2.60	1.90	20				HFD TR	.92	.80	124	Frequently		IDL AF	1.38	1.04	20	Dly		
	LGA AO*	1.94	1.46	15		Dly		LGA C*	1.20	.92	30		Bordeaux, France	LGA AO*	1.21	.94	15	Su,M,T,F,Sa		
	LGA SI	2.36	1.60	25		Frequently		DCA C*	1.20	.92	30		Bowen, Australia	LGA BO	1.21	.88	20	Su,M,Th		
	LGA C*	1.74	1.30	30		Dly except W		IDL AF	1.19	.88	20	Six Weekly	Bratislava, Czechoslovakia	LGA BO	3.24	2.43	20	Wkly		
	DCA BO	1.74	1.30	30		Dly except W		BOS AF	1.16	.86	20		Brassaville, Fr. Eq. Af.	IDL AF	2.25	1.60	20			
	IDL AF	1.76	1.32	20		Weekly		IDL S	1.20	.89			Bremen, Germany	BOS AF	2.22	1.67	20			
	BOS AF	1.73	1.29	20		Dly except M		IDL SA	1.19	.88				LGA C*	1.27	.90	30			
	IDL K	1.76	1.32	15		Su,M,W,F	Basrah, Iraq	IDL K	1.19	.88	15	Dly except Su		LGA TC	.90	.80	25	T,F,Sa		
	IDL SS	1.76	1.32	20		W,Sa		IDL K	1.85	1.32	15	T,F,Sa	Brno (Brun), Czechoslovakia	LGA AO*	1.39	1.05	15	Dly		
	SFO PH	2.60	1.90	20		W,Sa		LGA AO*	1.85	1.33	15	Frequently	Brussels, Belgium	LGA P	1.12	.82	15	T,F,Sa		
	HJR PH	1.89	1.36	20		W,Sa		LGA SI	2.40	1.65	25	Su,T,Th,F,Sa		BOS P	1.09	.80	15	T,F,Sa		
	LAX W*	2.60	1.90	20				LGA C*	1.83	1.30	30	Su,T,Th,F,Sa		LGA AO*	1.13	.87	15	Frequently		
	PDX W*	2.60	1.90	20				DCA C*	1.83	1.30	30	Su,T,Th,F,Sa		LGA SI	1.13	.73	25	T,F,Sa		
	SEC W*	2.60	1.90	20				LGA BO	1.85	1.32	20	Su,T,Th,F,Sa		LGA TR	1.12	.82	20	Su,T,Th		
								IDL AF	1.85	1.32	20	Su,T,Th,F,Sa		HFD TR	.80	.65	124	Frequently		
								BOS AF	1.82	1.30	20	Su,T,Th,F,Sa		IDL SW	.92	.73	20			
								LGA TW	1.85	1.32	20	M,W		LGA C*	1.10	.82	30	Su,T,Th,F,Sa		
								IDL AF	1.29	.97	30	Six Weekly		DCA BO	1.12	.82	20	Su,T,Th,F,Sa		
								BOS AF	2.95	2.36	25	T,F,Sa		IDL SS	1.48	1.01	20	S,M,W,F		
								LGA SI	2.95	2.36	25	Frequently		IDL AF	1.12	.82	20	Dly		
								IDL K	2.68	2.36	15	Dly except M		BOS AF	1.09	.80	20	Dly		
								LGA P	1.67	.15	15	Dly		IDL K	1.15	.83	15	Dly except M		
								MIA P	1.46	.15	15	Dly	Bucaramanga, Colombia	LGA TC	.75	.65	25			
								HOU P	1.70	.15	15	Dly		MIA P	.60	.41	15	Su,W,F		
								BRO P	1.71	.15	15	Dly		MSY P	1.12	.15	15	Su,M,Th,F		
								CRP P	1.74	.15	15	Dly		HOU P	1.28	.15	15	Su,M,Th,F		
								NLD P	1.73	.15	15	Dly		BRO P	1.20	.15	15	Su,M,Th,F		
								LAX P	3.05	.15	15	Dly		CRP P	1.23	.15	15	Su,M,Th,F		
								MIA P	.17	.13	15	Dly		NLD P	1.23	.15	15			
								LGA AO*	1.73	1.30	15	Dly	Bucharest, Rumania	LGA AO*	1.62	1.25	15	T,F,Sa		
								LGA SI	2.25	1.80	25	Frequently		IDL AF	1.60	1.20	20			
								IDL AF	1.62	1.12	20	Dly		BOS AF	1.57	1.18	20			
								BOS AF	1.50	1.10	20	Dly	Budapest, Hungary	LGA AO*	1.47	1.11	15	T,F,Sa		
								LGA P	.94	.68	15	Dly		IDL AF	1.45	1.09	20			
								MIA P	.89	.61	15	Dly		BOS AF	1.42	1.07	20	T		
								MSY P	1.28	.81	15	Dly	Buenaventura, Col.	IDL K	1.45	1.09	20	T		
								HOU P	1.38	.85	15	Dly		MIA P	.66	.46	15	T,Th		
								BRO P	1.30	.81	15	Dly		MYST P	1.19	.15	15	F		
								CRP P	1.33	.83	15	Dly		HOU P	1.28	.15	15	F		
								NLD P	1.35	.15	15	Dly		BRO P	1.20	.15	15	F		
								LAX P	1.56	.15	15	Dly		CRP P	1.23	.15	15	F		
								MIA SI	.88	.60	20	Frequently		NLD P	1.23	.15	15			
								LGA SI	.90	.68	20	Frequently	Buenos Aires, Argentina	LAX P	1.62	.15	15	Th		
								LGA AO*	1.16	.89	15	Dly		LGA P	1.64	.94	15	Twice Dly		
								LGA SI	1.54	1.18	15	Dly		MIA P	1.60	.90	15	Twice Dly		
								IDL AF	1.54	1.18	15	Dly		MSY P	1.54	1.16	15	Dly		
								BOS AF	1.61	1.13	20	Dly		HOU P	1.58	1.19	15	Dly		
								MSY TA	.39	.30		Dly		BRO P	1.54	1.16	15	Dly		
								LGA P	1.64	.15	15	Dly		CRP P	1.56	1.17	15	Dly		
								MIA P	1.44	.15	15	Dly		NLD P	1.68	.15	15			
								MSY P	1.56	.15	15	Dly		LAX P	1.79	1.34	15	Dly		
								HOU P	1.77	.15	15	Dly		LGA SI	1.64	.93	20	Frequently		
								BRO P	1.69	.15	15	Dly		MIA SI	1.45	.89	20	Frequently		
								CRP P	1.72	.15	15	Dly	Bulacan, Bulacan, Phil.	SFO PH	2.50	1.80	20	W,Sa		
								NLD P	1.72	.15	15	Dly		HJR PH	1.79	1.26	20	W,Sa		
								LAX P	1.99	.15	15	Dly		LAX W*	2.50	1.80	20	W,Sa		
								LGA AO*	1.20	.94	15	T,F,Sa		PDX W*	2.50	1.80	20	W,Sa		
								IDL SS	1.28	.88	20	T,Th,Sa		SEC W*	2.50	1.80	20	W,Sa		
								LGA AO*	1.29	.92	15	Dly	Bulawayo, S. Rhodesia	IDL S	2.55	2.09	20	Su,T,Th		
								LGA TR	1.00	.85	124	Frequently	Bustos, Bulacan, Phil.	SFO PH	2.50	1.80	20	W,Sa		
								HFD TR	1.00	.85	124	Frequently		HJR PH	1.79	1.26	20	W,Sa		
								LGA C*	1.27	.90	30			LAX W*	2.50	1.80	20	W,Sa		
								DCA C*	1.27	.90	30			PDX W*	2.50	1.80	20	W,Sa		
								LGA BO	1.29	.92	30	Su,T,Th,F,Sa		SEC W*	2.50	1.80	20	W,Sa		
								IDL AF	1.29	.92	30	Su,T,Th,F,Sa	Cagayan, Philippines	SFO PH	2.50	1.80	20	W,Sa		
								BOS AF	1.26	.90	20	Su,M,T,Sa		HJR PH	1.79	1.26	20	W,Sa		
								LGA TC	.95	.85	25	W,Sa		LAX W*	2.50	1.80	20	W,Sa		
								LGA BO	.25	.15	10	W,Sa		PDX W*	2.50	1.80	20	W,Sa		
								SFO PH	2.50	1.80	20	W,Sa		SEC W*	2.50	1.80	20	W,Sa		
								HJR PH	1.79	1.26	20	W,Sa	Caibarien, Cuba	MIA P	.15	.11	15	Dly		
								LAX W*	2.50	1.80	20	W,Sa								

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value	
Cairo (cont'd)	SEC W*	2.60	1.90	.20			Cebu (cont'd)	SEC W*	2.60	1.90	.30			Corumba (cont'd)	NLD P	1.5115		
	LGA TC	1.37	1.15	.25			Chetumal, Mexico	MIA P	.45	....	.15			LAX P	1.69	....	.15	
Calcutta, India	LGA P	2.31	1.98	.15	T			MSY P	.43	....	.15			Costermansville	IDL S	3.50	1.65	....	
	BOS P	2.28	1.95	.15	T			HOU P	.63	....	.15			Belgian Congo	SFO PH	2.60	1.90	.20
	SFO P	2.25	2.44	.15	T,F			BRO P	.55	....	.15			Cotabato, Philippines	HJR PH	1.89	1.36	.20
	LGA AO*	2.64	1.95	.15	T,F,Sa			CRP P	.59	....	.15				LAX W*	2.60	1.90	.20
	LAX P	2.25	2.44	.15	T,F		Chiclayo, Peru	LAX P	.93	....	.15				PDX W*	2.60	1.90	.20
	IDL K	2.31	1.99	.15	Dly except M			MIA P	.90	.67	.15			Cristobal, Canal Zone	SEC W*	2.60	1.90	.20		
	LGA BO	2.31	1.98	.20	Dly except W			MSY P	.98	.75	.15				MIA P	.41	.31	.15		
	LGA C*	2.29	1.71	.30				HOU P	1.01	.77	.15				MSY P	.49	.39	.15		
	DCA C*	2.29	1.71	.30				BRO P	1.01	.77	.15				HOU P	.52	.41	.15		
	IDL AF	2.31	1.98	.20	Twice Wkly			CRP P	1.01	.77	.15				BRO P	.52	.41	.15		
	BOS AF	2.28	1.95	.15	Twice Wkly		Christiansands, Norway	NLD P	.61	....	.15				CRP P	.52	.41	.15
	LGA SI	2.45	1.95	.25	Frequently			LAX P	1.34	1.01	.15				NLD P	.85	.65	.15		
	LGA TR	2.20	1.78	.25	Frequently			LGA AO*	1.34	1.00	.15				LAX P	.85	.65	.15		
	HJR PH	2.56	1.81	.20				IDL K	1.19	.83	.15				MIA P	.60	.41	.15		
	SFO PH	3.27	2.35	.20			Chungking, China	CHI NW*	2.91	2.17	.20				MSY P	1.12	....	.15
	LAX W*	3.27	2.35	.20				CLE NW*	2.94	2.21	.20				HOU P	1.28	....	.15
	PDX W*	3.27	2.35	.20				YIP NW*	2.93	2.21	.20				BRO P	1.20	....	.15
	SEC W*	3.27	2.35	.20				LAX NW*	2.75	2.03	.20				CRP P	1.23	....	.15
	LGA TC	2.10	1.75	.25				MKE NW*	2.91	2.17	.20				NLD P	1.24	....	.15
Calgary, Alb., Canada	LGA T	8.50	.31	....	Dly			MPS NW*	2.89	2.16	.20				LAX P	1.49	....	.15
Calif., Colombia	MIA P	.61	.46	.15	Dly			LGA NW*	2.98	2.22	.20				MIA P	.76	.58	.15		
	MSY P	.69	.54	.15	Dly			SFO NW*	2.75	2.06	.20				HOU P	.89	.68	.15		
	HOU P	.72	.56	.15	Dly			PIT NW*	2.95	2.22	.20				BRO P	.89	.68	.15		
	BRO P	.72	.56	.15	Dly			MIA P	.47	.32	.15				CRP P	.89	.68	.15		
	CRP P	.72	.56	.15	Dly		Cienaga, Colombia	MSY P	.95	....	.15				NLD P	1.12	....	.15
	NLD P	.90	....	.15	Dly			HOU P	1.13	....	.15				LAX P	1.22	.92	.15
	LAX P	1.05	.80	.15	Dly			BRO P	1.05	....	.15				MIA P	.59	.50	.15
	LGA SI	.99	.55	.10	Frequently			CRP P	1.08	....	.15				MIA P	.42	.31	.15
	MIA SI	.61	.46	.10	Frequently			NLD P	1.07	....	.15				MSY P	.93	....	.15
Camaguey, Cuba	MIA P	.12	.09	.15	Dly		Cienfuegos, Cuba	LAX P	1.32	....	.15				HOU P	1.02	.68	.15
Campeche, Mexico	MIA P	.39	....	.15	Dly			MIA P	.13	.10	.15				BRO P	.94	.64	.15
	MSY P	.35	....	.15	Dly		C. del Carmen, Mexico	MIA P	.43	....	.15				CRP P	.97	.65	.15
	HOU P	.57	....	.15	Dly			MSY P	.41	....	.15				NLD P	1.10	....	.79
	BRO P	.49	....	.15	Dly			HOU P	.52	....	.15				LAX P	1.33	....	.15
	CRP P	.53	....	.15	Dly			BRO P	.44	....	.15				MIA K	.42	.31	.15
	NLD P	1.63	....	.15	Dly			CRP P	.47	....	.15				LGA P	1.68	....	.15
	LAX P	.89	....	.15	Dly			LAX P	.85	....	.15				MIA P	1.46	....	.15
	LGA P	1.75	....	.15	T,F,Sa		Ciudad Trujillo, D. R.	LGA P	.44	.39	.15				MSY P	1.60	....	.15
	MIA P	1.45	....	.15	Su,W,Sa			MIA P	.31	.23	.15				HOU P	1.83	....	.15
	MSY P	1.61	....	.15	M,Th,F			MIA K	.31	.23	.15				BRO P	1.75	....	.15
	HOU P	1.68	....	.15	M,Th,F		Ciudad Victoria, Mexico	HOU P	.28	....	.10				CRP P	1.78	....	.15
	BRO P	1.60	....	.15	M,Th,F			BRO P	.20	....	.10				NLD P	1.79	....	.15
	CRP P	1.63	....	.15	M,Th,F			CRP P	.23	....	.10				LAX P	2.06	....	.15
	NLD P	1.63	....	.15	Su,W,Th			DAL B	.30	....	.10				SFO PH	2.60	1.90	.20
	LAX P	2.15	....	.15	Th,Sa			FTW B	.30	....	.10				HJR PH	1.89	1.36	.20
Cannavieras, Brazil	LGA P	1.62	....	.15	Th,Sa			SAT B	.23	....	.10				LAX W*	2.60	1.90	.20
	MIA P	1.33	....	.15	Sa		Cochabamba, Bolivia	LRD B	.16	....	.10				PDX W*	2.60	1.90	.20
	MSY P	1.56	....	.15	Th			MIA P	1.19	.89	.15				SEC W*	2.60	1.90	.20
	HOU P	1.77	....	.15	Th			MSY P	1.35	1.01	.15				LGA P	1.68	1.21	.15
	BRO P	1.69	....	.15	Th			HOU P	1.41	1.05	.15				BOS AF	1.65	1.19	.20
	CRP P	1.72	....	.15	Th			BRO P	1.36	1.02	.15				LGA AO*	2.18	1.63	.15
	NLD P	1.72	....	.15	Sa		Colombia. Any Destination other than those named herein	CRP P	1.38	1.04	.15				IDL AF	1.68	1.21	.20
	LAX P	1.99	....	.15	Sa			NLD P	1.36	....	.15				BOS AF	1.65	1.19	.20
Cannes, France	LGA AO*	1.27	.99	.15	Dly			LAX P	1.51	1.13	.15				LGA P	1.62	1.12	.15		
	IDL AF	1.23	.89	.20	Dly				MIA P	.72	.49	.15				BOS P	1.59	1.12	.15	
	BOS AF	1.20	.87	.20	Dly				MSY P	1.1815				LGA P	1.73	1.30	.20	
	LGA P	1.36	.99	.15	Su,W,F				HOU P	1.2815				IDL SW	1.43	1.10	.20	
Canton Island	SFO P	1.36	.99	.15	Su,W,F				BRO P	1.2015				IDL AF	1.62	1.12	.20	
	LGA AO*	3.26	2.42	.15	T,F,Sa				CRP P	1.2315				BOS AF	1.59	1.10	.20	
Capetown, U. of S. Af.	SFO PH	2.60	1.90	.20	W,Sa				NLD P	1.2215				SFO PH	2.60	1.90	.20	
Capiz, Philippines	HJR PH	1.89	1.36	.20	W,Sa				LAX P	1.4915				HJR PH	1.89	1.36	.20	
	LAX W*	2.60	1.90	.20					LGA AO*	2.39	1.79	.15				LAX W*	2.60	1.90	.20	
	PDX W*	2.60	1.90	.20					LGA BO	2.39	1.79	.20				PDX W*	2.60	1.90	.20	
	SEC W*	2.60	1.90	.20					LAX P	1.55	1.16	.15				SEC W*	2.60	1.90	.20	
Caracas, Venezuela (See Quarta)	LGA P	1.64	....	.15	Su,T,W,F,Sa		Colombo, Ceylon	LGA AO*	2.39	1.79	.15				MIA P	.45	.33	.15
Caravelas, Brazil	MIA P	1.36	....	.15	Su,T,W,F,Sa			LGA BO	2.39	1.79	.20				MSY P	.47	.37	.15
	MSY P	1.59	....	.15	Su,T,W,F,Sa		Concepcion, Bolivia	MIA P	1.27	.95	.15				HOU P	.50	.39	.15
	HOU P	1.81	....	.15	Su,T,W,Th,F			MSY P	1.41	1.06	.15				BRO P	.50	.39	.15
	BRO P	1.73	....	.15	Su,T,Th			HOU P	1.45	1.09	.15				CRP P	.50	.39	.15
	CRP P	1.76	....	.15	Su,M,W,Th,F			BRO P	1.41	1.06	.15				NLD P	.61	.44	.15
	NLD P	1.76	....	.15	Su,T,Th			CRP P	1.43	1.07	.15				LAX P	.77	.59	.15
	LAX P	2.03	....	.15	Su,T,W,Th,Sa			NLD P	1.48	....	.15				IDL S	1.22	.88	.15
Cartagena, Colombia	MIA P	.47	.32	.15	Dly		Copenhagen, Denmark	LGA AO	1.23	.86	.15				SFO PH	2.60	1.90	.20		
	MSY P	.95	....	.15	Dly			LGA SI	1.40	.90	.25				HJR PH	1.89	1.36	.20
	HOU P	1.13	....	.15	Dly			IDL S	1.23	.86	.15				LAX W*	2.60	1.90	.20
	BRO P	1.05	....	.15	Dly			LGA TR	1.00	.75	.12				PDX W*	2.60	1.90	.20
	CRP P	1.08	....	.15	Dly			HFD TR	1.00	.75	.12				SEC W*	2.60	1.90	.20
	NLD P	1.07	....	.15	Dly			LGA C*	1.20	.86	.30				MIA P	.45	.33	.15
	LAX P	1.32	....	.15	Dly			DCA C*	1.20	.86	.30				MSY P	.47	.37	.15
	LGA C*	.55	.40	.30				LGA BO	1.23	.86	.20				HOU P	.50	.39	.15		
	DCA C*	.55	.40	.30				IDL SS	1.23	.86	.20				BRO P	.50	.39	.15		
Cartago, Colombia	MIA P	.64	.43	.15	Dly			IDL AF	1.23	.86	.20				CRP P	.50	.39	.15		
	MSY P	1.03	....	.15	Dly			BOS AF	1.20	.83	.20				NLD P	.61	.44	.15
	HOU P	1.14	....	.15	Dly			IDL K	1.23	.89	.45				LAX P	.77	.59	.15
	BRO P	1.06	....	.15	Dly			LGA TC	.90	.75	.25				IDL S	1.22	.88	.15
	CRP P	1.09	....	.15	Dly		Cordoba, Argentina	MIA P	1.37	.89	.15				SFO PH	2.60	1.90	.20
	NLD P	1.07	....	.15	Dly			MSY P	1.48	1.11	.15				HJR PH	1.89	1.36	.20
	LAX P	1.33	....	.15	Dly			HOU P	1.52	1.14	.15				LAX W*	2.60	1.90	.20
	BOS AF	1.52	1.14	.20	T,F,Sa			BRO P	1.49	1.12	.15				PDX W*	2.60	1.90	.20		
Casablanca, Fr. Morocco	LGA AO*	1.70	1.32	.15	T,F,Sa			CRP P	1.50	1.13	.15				SEC W*	2.60	1.90	.20		
	IDL AF	1.52	1.16	.20	Dly			NLD P	1.58	....	.15				LGA AO*	2.39	1.79	.15
Castel Benito, Libya	LGA AO*	1.52	1.14	.15	T,F,Sa			LAX P	.65	.24	.15				LGA C*	2.18	1.81	.30		
Catcacamas, Honduras	LGA AO*	1.67	1.21	.15	T,F,Sa		Cordova, Alaska	SEC P	.60	.22	.15				DCA C*					

INTERNATIONAL CARGO TABLES—Continued

Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)			
			Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value
Su, Th	Charbon (cont'd)	SEC W*	3.80	2.78				Geneva (cont'd)	CHI TW	1.25	95	20			Havana (cont'd)	EVV CS	1.18	16	15	Dly
	Dipolog, Philippines	SJO PH	2.60	1.90	20	W, Sa		LGA TC	1.90	75	25				FWA CS	2.00	18	15	Dly	
Su, T, Th		HFR PH	1.80	1.36	20	W, Sa		LGA P	.60	55	15	Dly			GRW CS	1.17	15	15	Dly	
W, Sa		LAX W*	2.60	1.90	20			MIA P	.68	47	15	Dly			HOT CS	2.20	20	15	Dly	
W, Sa		PDX W*	2.60	1.90	20			MSY P	1.08	71	15	Dly			JAN CS	1.17	15	15	Dly	
	Denale, Fr. W. Africa	SEC W*	2.60	1.90	20			HOU P	1.17	76	15	Dly			LIT CS	2.00	18	15	Dly	
		IDL AF	2.52	1.89	20	Weekly		BRO P	1.09	72	15	Dly			MEMCS	1.17	15	15	Dly	
	Dublin, Eire	BOS AF	2.49	1.87	20			NLD P	1.24						PUK CS	1.18	16	15	Dly	
Dly		LGA AO*	.96	.72	15	M, T, W, Th, Sa		CRP P	1.13	.74	15	Dly			PIA CS	2.00	18	15	Dly	
Dly		LGA TR	.73	.63	10	Frequently		LAX P	1.46			Dly			SHV CS	1.19	17	15	Dly	
Dly		HFD TR	.73	.63	10	Frequently		MIA SI	.65	.46	10	Frequently			HUF CS	2.00	18	15	Dly	
Dly		IDL AF	1.28	.96	20			LGA SI	.74	.55	10	Frequently			TOL CS	2.00	18	15	Dly	
Dly		BOS AF	1.25	.93	20			LGA AO	1.46	1.15	15	Dly			MKCC CS	2.11	19	15	Dly	
Dly		IDL K	1.34	1.00	15			LGA TR	.96	.72	15	T, F, Sa			SGF CS	2.00	18	15	Dly	
	Dumaguete, Philippines	SFO PH	2.60	1.90	20	W, Sa		HFD TR	.78	.68	10	Frequently			MIA K	.08	.06	15	T, F	
Dly		HJR PH	1.89	1.36	20	W, Sa		LGA C*	.96	.96	30	Frequently			LGA EA	1.44	144	15	Dly	
Dly		LAX W	2.60	1.90	20			DCA C*	.96	.72	30				MIA N	.08	.06	10	Dly	
Dly		SEC W*	2.60	1.90	20			LGA BO	.96	.72	30	M, Th, Sa			TPA N	.09	.07	10	Dly	
Dly								IDL SS	.96	.72	30	Dly			DCA N	1.18	16	10	Dly	
Dly	East London							IDL AF	1.31	.96	20				EWNR N	1.19	17	10	Dly	
Dly	U. of So. Africa	LGA T	3.50	.31		Dly		BOS AF	1.25	.96	20	Dly except M			BRO B	2.11	19	10	M, W, F	
Dly	Edmonton, Alberta, Can.	LGA AO*	1.19	.86	15	T, F, Sa		IDL K	.96	.72	15	Su, Th			CHI B	2.26	24	10	M, W, F	
Su, M, W, F	Enschede, Netherlands	IDL K	1.19	.87	20	Dly except M		LGA BO	1.25	.91	15	Su, Th			CRP B	2.00	18	10	M, W, F	
Su, T, Th	Adam, Libya	LGA AO*	1.72	1.28	15	Dly		IDL SS	1.23	.89	20	M, Th, Sa			DAL B	2.00	18	10	M, W, F	
Su, T, Th	Algeria	LGA BO	1.62	1.14	20	Dly except W		IDL K	1.23	.89	20	Su, M, W, F			FTW B	2.11	19	10	M, W, F	
Su, T, Th	Antwerp, Belgium	LGA AO*	2.45	1.86	15	Dly		LGA AO*	1.19	.86	15	T, F, Sa			HOU B	1.15	16	10	M, W, F	
M, W, F, Sa	Brussels, Netherlands	IDL S	2.44	1.65		Su, T, Th		IDL K	1.19	.87	20	Dly except M			SRD B	2.22			M, W, F	
Dly	Emeraldas, Ecuador	LGA AO*	1.19	.86	15	Su, T, Th		LAX P	.40			Dly			LGA TC	1.18	18	10	M, W, F	
Dly		MIA P	.78	.58	10	Su, Th		HOU P	.45			Dly			LGA AO	1.42	.97	15	Su, T, Th	
Dly		HOU P	.89	.68	15	W, Sa		BRO P	.37			Dly			IDL SS	1.41	.97	20	Dly	
Dly		BRO P	.89	.68	15	W, Sa		CRP P	.40			Dly			MIA P	.15			Dly	
Dly		CRP P	.89	.68	15	W, Sa		LAX P	.30			Dly			SEC P	.64			Dly	
Dly		NLD P	1.12					LAX P	2.00	1.50	15	Dly			MIA P	.64	.43		Dly	
Dly		LAX P	1.22	.92	15	T, F		SFO P	2.00	1.50	15	Dly			MSY P	1.13			Dly	
Dly	Fairbanks, Alaska	SEC P	.40	.15	15	T, F		MIA P	.39	.29	15	Twice Dly			HOU P	1.25			Dly	
Dly	Fortanopolis, Brazil	LGA P	1.70			Su, W		MSY P	.36	.26	15	Twice Dly			BRO P	1.17			Dly	
Su, T, W		MIA P	1.45			W, F		HOU P	.43	.33	15	Dly			CRP P	1.20			Dly	
Su, T, W		MSY P	1.64			M, W		BRO P	.37	.28	15	Twice Dly			NLD P	1.20			Dly	
Dly except		HOU P	1.87			M, W		CRP P	.41	.30	15	Twice Dly			LAX P	1.46			Dly	
Dly except		BRO P	1.79			M, W		NLD P	.41	.30	15	Dly			LGA P	2.59	2.32	15		
Dly except		CRP P	1.83			M, W		LAX P	.63	.43	15	Dly			BOS P	2.56	2.29	15		
Dly		NLD P	1.81			Su, Th		MSY TA	.39	.29		M, W, F			LAX P	2.50	1.88	15	Su, M, W, Sa	
Dly		LAX P	2.08					MEX TA	.23	.17		T, Th, Sa			SFO P	2.50	1.88	15	Su, M, W, Sa	
Dly except	erte de France, Martique	IDL AF	3.05	2.29	20			MIA P	.78	.57	15	Dly			LGA SI	2.72	2.32	25	Frequently	
W, Sa	Trinquet, Fr. W. Af.	BOS AF	3.02	2.27	20			MSY P	.84	.65	15	Dly			SFO PH	2.60	1.90	20	W, Sa	
W, Sa	ert William, Ont., Can.	LGA T	1.40			Dly		HOU P	.87	.67	15	Dly			HJR PH	2.00	1.33	20	W, Sa	
	ertales (Ceara) Brazil	LGA P	1.39			Dly		BRO P	.87	.67	15	Dly			LGA BO	2.59	2.32	20		
		MIA P	1.29			Dly		CRP P	.87	.67	15	Dly			IDL AF	2.59	2.32	20		
		MSY P	1.44			Dly		NLD P	1.10			Dly			BOS AF	2.56	2.29	20		
M, Th		HOU P	1.59			Dly		LAX P	1.20	.91	15	Dly			CHI NW*	3.06	1.92	20	Four Wkly	
M, Th		BRO P	1.51			Dly		BRO B	.88	.68	20	M, W, F			CLE NW*	3.09	1.96	20	Four Wkly	
Dly		CRP P	1.54			Dly		CHI B	.90	.70	20			YIP NW*	2.65	1.96	20	Four Wkly		
Thrice W		NLD P	1.52			Dly		CRP B	.87	.67	20			LAX NW*	2.50	1.80	20	Four Wkly		
		LAX P	1.72			Dly		DAL B	.88	.68	20			MKE NW*	2.66	1.92	20	Four Wkly		
	Frankfort-am-Main, Germany	LGA P	1.20	.87	15	Dly		YIP B	.88	.68	20			MPS NW*	2.64	1.91	20	Four Wkly		
		BOS P	1.17	.85	15	Dly		FTW B	.88	.68	20			LGA NW*	2.73	1.97	20	Four Wkly		
		LGA AO	1.20	.87	15	Dly		HOU B	.87	.67	20			PIT NW*	2.70	1.97	20	Four Wkly		
		LGA SI	1.35	.80	25	Frequently		IND B	.87	.68	20			PDX NW*	2.50	1.80	20	Four Wkly		
		LGA TR	.92	.77	12	Frequently		LRD B	.88	.68	20			SFO NW*	2.50	1.80	20	Four Wkly		
		HFD TR	.92	.77	12	Frequently		MSY B	.84	.65	15			SEC NW*	2.50	1.80	20	Four Wkly		
		IDL SW	.97	.78	20	Frequently		SAT B	.87	.67	20			DCA NW*	2.71	1.97	20	Four Wkly		
		LGA C*	1.18	.87	30			HAV B	.71	.53	10			LAX W*	2.50	1.80	20			
		DCA C*	1.18	.87	30			MIA SI	.75	.53	10	Frequently			PDX W*	2.50	1.80	20		
		LGA BO	1.20	.87	20	Dly except W		LGA SI	.84	.64	10	Frequently			SEC W*	2.50	1.80	20		
		IDL SS	1.46	1.00	20	Su, M, W, F									LAX P	2.14			Dly	
		IDL K	1.20	.87	15	Su, T, Th		Guernsey, Channel	LGA AO*	1.12	.85	15	Dly			SFO P	.71	.87	15	Dly
		LGA TC	.90	.70	25			Is., U.K.	SFO PH	2.60	1.90	20	W, Sa			LAX U	.71	.87	10	Dly
		SEC P	.57	.32	15	Dly		Guinan, Philippines	HJR PH	1.89	1.36	20	W, Sa			SFO U	.71	.87	10	Dly
		LGA P	.38	.29	15	Dly			LAX W*	2.60	1.90	20				MIA P	1.75			Su, T
		BOS P	.35	.26	15	Dly			PDX W*	2.60	1.90	20				MSY P	1.69			Su, T
		IGA AO	.38	.28	15	Dly		Hagonoy, Philippines	SEC W*	2.60	1.90	20	W, Sa			HOU P	1.92			Su, F
		IDL SA	.38	.29		Su			SFO PH	2.50	1.80	20	W, Sa			BRO P	1.84			Su, F
		LGA SI	.35	.25	25	Frequently			HJR PH	1.79	1.26	20				CRP P	1.87			Su, F
		IDL SS	.38	.29	15	Dly			LAX W*	2.50	1.80	20				NLD P	.86			Dly
		IDL AF	.38	.28	20	Six Weekly			PDX W*	2.50	1.80	20				LAX P	2.14			Th, Sa
		BOS AF	.35	.26	20	Dly except M			SEC W*	2.50	1.80	20	Twice Wkly			SFO PH	2.60	1.90	20	W, Sa
		IDL K	.38	.29	15	Dly			IDL AF	1.59	1.10	20	Dly			HJR PH	1.89	1.36	20	W, Sa
		LGA TW	.38	.29	15	Dly			BOS T	.20			Dly			LAX W*	2.60	1.90	20	
		DCA TW	.40	.31	10	M, Sa			LGA SI	1.35	.95	25	Frequently			PDX W*	2.60	1.90	20	
		PEL TW	.39	.30	10	M, F			IDL S	1.23	.89		Su, T, Th			SEC W*	2.60	1.90	20	
		BOS TW	.35	.26	10	M, F			LGA TR	.94	.84	12	Frequently			MIA P	.72	.49	15	Dly
		YIP TW	.42	.33	10	Th, Sa			HFD TR	.94	.84	12	Frequently			MSY P	1.12			Dly
		CHI TW	.44	.35	10	Th, Sa			LGA C*	1.21	.89	30				HOU P	1.23			Dly
		BOS T	4.41	1.46		Dly			LGA BO	1.21	.89	30				BRO P	1.15			Dly
		LGA BO	.38	.29	20	Dly except W			IDL SS	1.23	.92	20	Su, T, Th, F, Sa			CRP P	1.18			Dly
		IDL AF	2.13	1.64	20	Th			IDL K	1.23	.89	15	Su, M, W, F			NLD P	1.17			Dly
		BOS AF	2.15	1.62	20	T, F, Sa			LGA P	1.25	.95	15				LAX P	1.42			Dly
		LGA AO*	1.35	1.01	15	T, F, Sa			IDL SS	1.23	.92	20	Su, T, Th, F, Sa			LGA AO*	1.87	1.47	15	Dly
		LGA SI	1.35	.80	25	Frequently			LGA BO	1.23	.92	20	Su, M, W, F			LGA SI	.80	1.16	25	Frequently
		IDL S	1.19	.88		Su			IDL K	1.23	.89	15	Su, T, Th			LGA C*	1.60	1.00	30	
		IDL SA	1.19	.88																

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.				Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.				Per 100 Lbs.			
Ixtapalapa (cont'd)	LAX P	.81	1.12	1.15	Dly except F	Kunming (cont'd)	CLE NW*	3.04	2.31	2.0	Four Wkly	Lima (cont'd)	IND B	1.10	.85	.20	
Jersey, Channel Is., U.K.	LGA AO*	1.12	.85	.15	Dly		YIP NW*	3.03	2.31	2.0	Four Wkly		LRD B	1.11	.85	.20	
Jerusalem, Palestine	LGA TW	1.62	1.12	.20			LAX NW*	2.85	2.15	2.0	Four Wkly		MSY B	1.07	.82	.20	
	LGA TW	1.62	1.12	.20			MKE NW*	3.01	2.27	2.0	Four Wkly		SAT B	1.10	.82	.20	
	CHI TW	1.64	1.15	.20			MPS NW*	2.99	2.26	2.0	Four Wkly		BRO B	1.11	.85	.20	
	YIP TW	1.68	1.19	.20			LGA NW*	3.68	2.32	2.0	Four Wkly		CHI B	1.13	.87	.20	
	BOS TW	1.66	1.17	.20			PIT NW*	3.05	2.32	2.0	Four Wkly		CRP B	1.10	.84	.20	
	PHL TW	1.69	1.10	.20			PDX NW*	2.85	2.15	2.0	Four Wkly		DAL B	1.11	.85	.20	
	IDL SA	1.63	1.14	.20			SFO NW*	2.85	2.15	2.0	Four Wkly		FTW B	1.11	.85	.20	
	IDL SA	1.62	1.12	.20	Sa		SEC NW*	2.85	2.15	2.0	Four Wkly		HAV B	.98	.73	.10	
Jibuti, Fr. Somaliland	LGA BO	2.09	1.37	.20		La Ceiba, Honduras	DCA NW*	3.06	2.32	2.0	Four Wkly	Lisbon, Portugal	LGA P	1.01	.76	.15	Dly except R
Jidda, Saudi Arabia	LGA BO	1.85	1.39	.20			MSY TA	.49	.37	.15	M,W,F		BOS P	.98	.74	.15	T
Joao Pessoa (Cabedelo)	LGA P	1.47	1.01	.15	Th		MEX TA	.49	.37	.15	T,Th,Sa		LGA AO*	1.41	1.11	.15	Dly
	MIA P	1.46	1.01	.15	Sa	Lagos, Nigeria	LGA AO*	2.04	1.52	.15	Dly		LGA SI	1.20	.78	.25	Dly
	MSY P	1.49	1.01	.15	Th		LGA BO	1.84	1.38	.20	Dly except W		IDL S	1.52	1.06	.15	Su,T,Th
	HOU P	1.63	1.15	.15	Th		IDL AF	1.84	1.38	.20	Twice Wkly		LGA TR	1.15	.70	.10	Frequently
	BRO P	1.55	1.15	.15	Th		BOS AF	1.81	1.36	.20			HFD TR	1.15	.70	.10	Frequently
Joao Pessoa (cont'd)	CRP P	1.56	1.15	.15	Th	La Guaira, Venezuela	LGA P	.66	.54	.15	Dly		LGA C*	.99	.76	.30	
	NLD P	1.56	1.15	.15			MIA P	.47	.34	.15	Dly		DCA C*	.99	.76	.30	
	LAX P	1.82	1.15	.15	W		MSY P	.89	.61	.15	Dly		LGA BO	1.01	.76	.20	Dly except W
Johannesburg, U. of So. Africa	IDL K	2.50	1.88	.15	Su,T,F		HOU P	.98	.66	.15	Dly		IDL AF	1.09	.82	.20	Twice Wkly
	LGA P	2.50	1.88	.20	M,Th		CRP P	.90	.10	.15	Dly		BOS AF	1.06	.80	.30	
	BOS P	2.47	1.86	.20	M,Th		NLD P	1.11	1.15	.15			LGA TW	1.01	.76	.20	Dly
	LGA BO	2.50	1.88	.20	Su,T,F		CRP P	.93	.63	.15	Dly		BOS TW	.98	.74	.20	F
	LGA AO*	2.74	2.03	.15	T,F,Sa		LAX P	1.30	1.15	.15	Dly		YIP TW	1.05	.81	.20	
	LGA SI	2.65	2.00	.25	Frequently		MIA K	.47	.34	.15	Dly		CHI TW	1.07	.83	.20	
	IDL SA	2.50	1.88	.15	Su		LGA SI	.56	.43	.10	Frequently		IDL K	1.41	1.06	.15	
	IDL S	2.50	1.88	.15	Su,T,Th		MIA SI	.47	.34	.10	Frequently		LGA TC	1.10	.70	.25	
	LGA C*	2.48	1.86	.30			LGA C*	.64	.52	.30		Liverpool, England	LGA AO*	1.02	.78	.15	M,T,W,Th
	DCA C*	2.48	1.86	.30			BUJ CS	.57	.44	.15	T,Th,Sa	Loja, Ecuador	MIA P	.82	.61	.15	T
Jolo, Philippines	SFO PH	2.60	1.90	.20	W,Sa		CHI CS	.59	.46	.15	T,Th,Sa		MSY P	.90	.69	.15	M
	HJR PH	1.89	1.36	.20	W,Sa		YIP CS	.59	.46	.15	T,Th,Sa		HOU P	.93	.71	.15	M
	LAX W*	2.60	1.90	.20			ELD CS	.58	.45	.15	T,Th,Sa		BRO P	.93	.71	.15	M
	PDX W*	2.60	1.90	.20			EVV CS	.57	.44	.15	T,Th,Sa		CRP P	.93	.71	.15	M
	SEC W*	2.60	1.90	.20			FWA CS	.59	.46	.15	T,Th,Sa		NLD P	1.15	1.15	.15	
Juneau, Alaska	SEC P	.30	.13	.15	Twice Daily		GRW CS	.56	.43	.15	T,Th,Sa	London, England	LAX P	1.26	.95	.15	Su
Kamaran Isl., Eritrea	LGA AO*	2.14	1.00	.15	Dly		HOT CS	.60	.47	.15	T,Th,Sa		LGA P	1.03	.77	.15	Dly
	LGA BO	2.10	1.58	.20			HOU CS	.57	.44	.15	T,Th,Sa		BOS P	1.00	.75	.15	Dly
Kano, Nigeria, B.W.A.	LGA AO*	1.99	1.49	.15	Dly		IND CS	.58	.45	.15	T,Th,Sa		LGA AO	1.03	.77	.15	Dly
	LGA BO	1.81	1.36	.20	Su,T,Th,Sa		JAN CS	.56	.43	.15	T,Th,Sa		LGA SI	1.10	.75	.25	Frequently
	IDL AF	1.81	1.36	.20	Thrice Wkly		LIT CS	.58	.45	.15	T,Th,Sa		IDL S	1.12	.82	.15	Su,T,Th
	BOS AF	1.78	1.34	.20	Thrice Wkly		MEM CS	.56	.43	.15	T,Th,Sa		LGA TR	.70	.60	.10	Frequently
	IDL K	1.81	1.36	.20	M,F		MSY CS	.55	.42	.15	T,Th,Sa		HFD TR	.70	.60	.10	Frequently
	IDL SA	1.81	1.36	.20	Su		PUK CS	.57	.44	.15	T,Th,Sa		IDL SW	.87	.70	.20	
Karachi, Pakistan	LGA P	2.13	1.60	.15	T		PIA CS	.59	.46	.15	T,Th,Sa		LGA C*	1.03	.77	.30	
	BOS P	2.10	1.58	.15			STL CS	.58	.45	.15	T,Th,Sa		DCA C*	1.03	.77	.30	Dly except
	LAX P	3.57	2.68	.15	T,F,Sa		SHV CS	.58	.45	.15	T,Th,Sa		IDL SS	1.03	.77	.30	Dly
	SFO P	3.57	2.68	.15	Frequently		HUF CS	.59	.46	.15	T,Th,Sa		IDL AF	1.09	.82	.20	Dly
	LGA AO*	2.38	1.75	.15	Frequently		TOL CS	.59	.46	.15	T,Th,Sa		BOS AF	1.06	.80	.20	Dly
	LGA SI	2.25	1.65	.25	Frequently		2MK CS	.60	.47	.15	T,Th,Sa		IDL K	1.15	.83	.15	Dly
	LGA TR	2.04	1.50	.20	Frequently		SQF CS	.59	.46	.15	T,Th,Sa		UL T	.97	.73	.15	
	HFD TR	2.04	1.50	.20	Dly except M	Lanchow, China	LGA TC	.45	.35	.25			QY T	.82	.62	.15	
	IDL K	2.13	1.60	.15	Dly		CHI NW*	2.96	2.22	.20	Four Wkly	London, Ont., Canada	LGA TC	.70	.60	.25	
	LGA C*	2.11	1.58	.30			CLE NW*	2.99	2.26	.20	Four Wkly	Luxembourg	IDL S	1.16	.86	.15	Dly
	DCA C*	2.11	1.58	.30			YIP NW*	2.98	2.26	.20	Four Wkly		LGA AO*	1.24	.91	.15	Dly
	LGA BO	2.13	1.60	.20	Dly except W		LAX NW*	2.80	2.10	.20	Four Wkly		LGA C*	1.14	.84	.30	
	IDL AF	2.13	1.60	.20			MKE NW*	2.96	2.22	.20	Four Wkly		DCA C*	1.14	.84	.30	
	BOS AF	2.10	1.58	.20			MPS NW*	2.94	2.21	.20	Four Wkly	Luxor, Egypt	LGA AO*	1.91	1.43	.15	Dly
	HJR PH	2.89	2.09	.20			LGA NW*	3.03	2.27	.20	Four Wkly		LGA BO	1.71	1.28	.20	
	SFO PH	3.60	2.63	.20			PIT NW*	3.00	2.27	.20	Four Wkly	ydda, Palestine	LGA TR	1.98	1.27	.15	Frequently
	LAX W*	3.60	2.63	.20			PDX NW*	2.80	2.10	.20	Four Wkly		HFD TR	1.98	1.27	.15	Frequently
	PDX W*	3.60	2.63	.20			SFO NW*	2.80	2.10	.20	Four Wkly		IDL K	1.62	1.12	.15	W,Sa
	SEC W*	3.60	2.63	.20			SEC NW*	2.80	2.10	.20	Four Wkly		IDL SS	1.62	1.12	.20	Sa,M,W,F
	LGA TC	2.00	1.50	.25	T,Th,Sa	La Paz, Bolivia	DCA NW*	3.01	2.27	.20	Four Wkly		LGA TC	1.76	1.27	.25	
	IDL SS	1.25	.86	.15	T,Th,Sa		MIA P	1.15	.85	.15	M,T,W,F,Sa	Lyon, France	IDL AF	1.16	.87	.20	Dly
Karlstad, Sweden	SEC P	.22	.09	.15	Twice Daily		MSY P	1.31	.98	.15	M,T,Th,F,Sa		BOS AF	1.13	.85	.20	
Ketchikan, Alaska							HOU P	1.36	1.02	.15	Dly		LGA C*	1.20	.93	.30	
Khartoum, Anglo-Egypt, Sudan	LGA AO*	2.04	1.53	.15	Dly		BRO P	1.32	.99	.15	M,T,Th,F,Sa	Maastricht, Netherlands	LGA AO*	1.19	.86	.15	T,F,Sa
	LGA BO	1.90	1.44	.20	Su,T,Th,F,Sa		CRP P	1.35	1.01	.15	Dly		IDL K	1.19	.87	.20	Dly except
	IDL AF	2.44	1.83	.20	Thrice Wkly		NLD P	1.30	1.15	.15	Su,M,W,Th,F	Maceio, Brazil	LGA P	1.52	1.15	.15	Dly
	BOS AF	2.41	1.81	.20	Su,T,Th		LAX P	1.49	1.12	.15	Su,M,W,Th,F		MIA P	1.26	1.15	.15	Dly
Kindu, Belg. Congo	IDL S	2.37	1.57	.15	Dly	Laos, Philippines	LGA SI	1.23	.93	.20	Frequently		MSY P	1.51	1.15	.15	Dly
Kingston, Jamaica	MIA P	.20	.15	.15	Dly		MIA SI	1.14									

INTERNATIONAL CARGO TABLES—Continued

Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
			Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.				Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.				Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	
			(Un-der 100 Lbs.)	(Over 100 Lbs.)	Value				(Un-der 100 Lbs.)	(Over 100 Lbs.)	Value				(Un-der 100 Lbs.)	(Over 100 Lbs.)	Value	
	Managua, Nicaragua	MIA P	.51	.37	.15	Dly	Merida, Mexico	MIA P	.25	.10	.15	Twice Daily	Nanking, China	CHI NW*	2.71	1.97	.20	Four Wkly
		MSY P	.47	.35	.15	Twice Daily		MSY P	.22	.16	.15	Twice Daily		CLE NW*	2.74	2.01	.20	Four Wkly
		HOU P	.47	.39	.15	Twice Daily		HOU P	.61	.15	.15	Dly		YIP NW*	2.73	2.01	.20	Four Wkly
		BRO P	.47	.39	.15	Twice Daily		BRO P	.61	.15	.15	Dly		MKE NW*	2.71	1.97	.20	Four Wkly
		CRP P	.47	.39	.15	Twice Daily		CRP P	.56	.15	.15	Dly		MPS NW*	2.69	1.96	.20	Four Wkly
		NLD P	.51	.37	.15	Dly		LAX P	.92	.15	.15	Dly		LGA NW*	2.78	2.02	.20	Four Wkly
		LAX P	.66	.51	.15	Dly		DAL B	.56	.15	.15	Dly		PIT NW*	2.75	2.02	.20	Four Wkly
		LGA EA	.51	.44	.20	Dly		FTW B	.56	.15	.15	Dly		PDX NW*	2.55	1.85	.20	Four Wkly
		MIA EA	.44	.35	.20	Dly		LRD B	.42	.15	.15	Dly		LGA AO*	1.82	1.17	.15	T.F.Sa
		HAV EA	.36	.29	.15	Dly		SAT B	.49	.15	.15	Dly	Naples, Italy	MIA P	.07	.05	.15	Twice Dly
		MSY TA	.48	.35	.15	M,W,F	Mexicali, Mexico	LAX P	.12	.15	.15	Dly	Nassau, Bahamas	LGA P	1.45	.15	.15	Dly
		MEX TA	.36	.28	.15	T,Th,Sa	Mexico City, Mexico	MIA P	.44	.32	.15	Twice Daily	Natal, Brazil	MIA P	1.25	.15	.15	Dly
		LGA P	1.44	.15	.15	Su,W,T		MSY P	.61	.15	.15	Dly		MSY P	1.48	.15	.15	Dly
		MIA P	1.24	.15	.15	Su,W,Th		HOU P	.13	.15	.15	Dly		HOU P	1.62	.15	.15	Dly
		MSY P	1.48	.15	.15	M,T,F		BRO P	.11	.15	.15	Dly		BRO P	1.54	.15	.15	Dly
		HOU P	1.62	.15	.15	W,F,Sa		CRP P	.12	.15	.15	Dly		CRP P	1.57	.15	.15	Dly
		BRO P	1.54	.15	.15	M,T,F		LAX P	.25	.15	.15	Dly		NLD P	1.55	.15	.15	Dly
		CRP P	1.57	.15	.15	W,F,Sa		MSY TA	.61	.46	.15	M,W,F		LAX P	1.80	.20	.20	Dly
		NLD P	1.55	.15	.15	S,M,Th		DAL A	.20	.15	.15	Dly		MIA SI	1.24	1.12	.20	Frequently
		LAX P	1.79	.15	.15	M,T,W,Th,Sa		DAL B	.36	.15	.15	Dly		LGA SI	1.33	1.21	.20	Frequently
		LGA AO*	1.03	.79	.15	M,T,W,Th,Sa		LRD B	.24	.15	.15	Dly	Niamey, Fr. W. Af.	IDL AF	2.06	1.55	.20	Weekly
		IDL K	1.29	.97	.15	M,T,F,Sa		FTW B	.36	.15	.15	Dly		BOB AF	2.02	1.53	.20	Dly
		LAX P	2.50	1.88	.15	M,T,F,Sa		SAT B	.30	.15	.15	Dly	Nice, France	LGA AO*	1.27	.98	.15	Dly
		SFO P	2.50	1.88	.15	M,T,F,Sa		LAX A	.38	.15	.15	Dly		LGA S	1.19	.82	.15	Su,T,Th
		LGA P	2.89	2.52	.15	M,T,F,Sa		ELP A	.25	.15	.15	Dly		IDL SS	1.66	1.12	.20	Su,M,W,F
		BOB P	2.86	2.50	.15	M,T,F,Sa		SAT A	.30	.15	.15	Dly		IDL AF	1.23	.89	.20	Dly
		SFO PH	2.50	1.80	.20	W,Sa	Meycauayan, Bulacan, Philippines	SFO PH	2.50	1.80	.20	W,Sa		BOB AF	1.20	.87	.20	Dly
		HJR PH	1.79	1.26	.20	W,Sa		HJR PH	1.79	1.26	.20	W,Sa	Nicosia, Cyprus	LGA AO*	1.73	1.29	.15	Su,T,Th
		EDF NW	2.40	1.75	.20	Thrice Wkly		LAX W*	2.50	1.80	.20	W,Sa		LGA BO	1.64	1.14	.20	Dly
		CHI NW*	2.66	1.92	.20	Thrice Wkly		PDX W*	2.50	1.90	.20	W,Sa		SEC P	.65	.25	.15	Su,T,W,F
		CLE NW*	2.69	1.96	.20	Thrice Wkly		SEC W*	2.50	1.80	.20	W,Sa		LAX T	2.41	.45	.15	Dly
		YIP NW*	2.63	1.96	.20	Thrice Wkly	Midway Island	LAX P	1.18	.89	.15	Four Wkly	Nome, Alaska	LGA T	2.01	1.46	.15	W,Sa
		LAX NW*	2.50	1.80	.20	Thrice Wkly		IDL AF	1.18	.89	.15	Four Wkly	North Bay, Ont., Canada	LAX P	2.01	1.46	.15	W,Sa
		MKE NW*	2.66	1.92	.20	Thrice Wkly		BOB AF	1.23	.89	.20	Four Wkly	Noumea, New Caledonia	SFO P	2.01	1.46	.15	W,Sa
		MPS NW*	2.69	1.96	.20	Thrice Wkly	Milan, Italy	LGA SW	1.06	.85	.20	T.F.Sa	Nueva Geron (Isle of Pines), Cuba	MIA EA	.14	.38	.15	Dly
		LGA NW*	2.73	1.97	.20	Thrice Wkly		LGA AO*	1.41	1.06	.15	T.F.Sa	Nueva Ocotepaque, Hon.	MSY TA	.50	.38	.15	M,W,F
		PIT NW*	2.70	1.97	.20	Thrice Wkly		IDL S	1.35	.96	.15	Su,T,Th		MEX TA	.37	.29	.15	T,Th,Sa
		PDX NW*	2.50	1.80	.20	Thrice Wkly		LGA TR	1.00	.85	.15	Frequently	Nuevo Laredo, Mexico	DAL B	.07	.08	.10	Dly
		SFO NW*	2.50	1.80	.20	Thrice Wkly		HFD TR	1.00	.85	.15	Frequently		PTW B	.07	.08	.10	Dly
		SEC NW*	2.50	1.80	.20	Thrice Wkly	Minatitlan, Mexico	MIA P	.51	.15	.15	Dly		SAT B	.04	.03	.10	Dly
		DCA NW*	2.71	1.97	.20	Thrice Wkly		MSY P	.47	.15	.15	Dly		LRD B	.04	.03	.10	Dly
		LAX W*	2.50	1.80	.20	Thrice Wkly		HOU P	.44	.15	.15	Dly		HOU B	.07	.06	.10	Dly
		PDX W*	2.50	1.80	.20	Thrice Wkly		CRP P	.39	.15	.15	Dly		CHI B	.13	.12	.10	Dly
		SEC W*	2.50	1.80	.20	Thrice Wkly		LAX P	.79	.15	.15	Dly	Oaxaca, Mexico	MIA P	.71	.15	.15	Dly
		MIA P	.65	.44	.15	Dly		SFO PH	2.60	1.90	.20	W,Sa		MSY P	.68	.15	.15	Dly
		MSY P	1.04	.15	.15	Dly	Minamis, Labo, Philippines	HJR PH	1.89	1.36	.20	W,Sa		HOU P	.38	.15	.15	Dly
		HOU P	1.15	.15	.15	Dly		LAX W*	2.60	1.90	.20	W,Sa		BRO P	.30	.15	.15	Dly
		BRO P	1.07	.15	.15	Dly		PDX W*	2.60	1.90	.20	W,Sa		CRP P	.33	.15	.15	Dly
		CRP P	1.10	.15	.15	Dly		SEC W*	2.60	1.90	.20	W,Sa		LAX P	.76	.15	.15	Dly
		NLD P	1.00	.15	.15	Dly		MIA P	.20	.15	.15	Dly	Okinawa	EDF NW	2.35	1.70	.20	Thrice Wkly
		LAX P	1.34	.15	.15	Dly		HJR PH	1.89	1.36	.20	Dly		CHI NW	2.66	1.92	.20	Thrice Wkly
		MIA P	.80	.60	.15	M,Th,Sa	Montego Bay, Jamaica	LAX W*	2.60	1.90	.20	Dly		CLE NW*	2.69	1.96	.20	Thrice Wkly
		MSY P	.88	.68	.15	Su,W,F	Monteria, Colombia	PDX W*	2.60	1.90	.20	Dly		YIP NW*	2.68	1.96	.20	Thrice Wkly
		HOU P	.91	.70	.15	M,F		SEC W*	2.60	1.90	.20	Dly		LAX NW*	2.50	1.80	.20	Thrice Wkly
		BRO P	.91	.70	.15	Su,W,F		MIA P	.53	.36	.15	Dly		MKE NW*	2.66	1.92	.20	Thrice Wkly
		CRP P	.91	.70	.15	M,F		MSY P	1.03	.15	.15	Dly		MPS NW*	2.64	1.91	.20	Thrice Wkly
		NLD P	1.12	.15	.15	Tu,Th,Sa		HOU P	1.21	.15	.15	Dly		LGA NW*	2.73	1.97	.20	Thrice Wkly
		LAX P	1.24	.94	.15	Dly		BRO P	1.13	.15	.15	Dly		PIT NW*	2.70	1.97	.20	Thrice Wkly
		MIA P	.15	.11	.15	Dly		CRP P	1.16	.15	.15	Dly		PDX NW*	2.50	1.80	.20	Thrice Wkly
		MIA P	.44	.32	.15	Dly	Monterrey, Mexico	LAX P	1.15	.15	.15	Dly		SFO NW*	2.50	1.80	.20	Thrice Wkly
		LGA P	.75	.62	.15	Dly		DAL A	.15	.15	.15	Dly		SEC NW	2.50	1.80	.20	Thrice Wkly
		MSY P	.61	.50	.15	Dly		ELP A	.18	.15	.15	Dly		DCA NW	2.71	1.97	.20	Thrice Wkly
		HOU P	.90	.62	.15	Dly		LAX A	.31	.15	.15	Dly		LAX P	2.40	1.80	.15	Dly
		BRO P	.82	.57	.15	Dly		SAT A	.09	.15	.15	Dly		SFO P	2.40	1.80	.15	Dly
		CRP P	.85	.59	.15	Dly		FTW B	.27	.17	.15	Dly	Oran, Algeria	LGA AO*	1.47	1.17	.15	Dly
		NLD P	1.03	.15	.15	Dly		DAL B	.37	.17	.15	Dly		IDL AF	1.38	1.04	.20	Six Weekly
		LAX P	1.27	.15	.15	Dly		LRD B	.20	.15	.15	Dly		BOB AF	1.19	.85	.15	Dly except Sa
		MIA K	.44	.32	.15	Frequently		SAT B	.20	.15	.15	Dly	Oruro, Bolivia	MIA P	1.19	.85	.15	Dly except Sa
		MIA SI	.47	.32	.10	Frequently	Montevideo, Uruguay	LGA P	1.49	.83	.15	Dly		MSY P	1.24	1.01	.15	Dly
		LGA SI	.56	.43	.10	Frequently		MIA P	1.81	.89	.15	Dly		HOU P	1.39	1.04	.15	Dly
		LGA C*	.73	.60	.30	Su,T,Th		MSY P	1.65	.15	.15	Dly		BRO P	1.35	1.01	.15	Dly
		DCA C*	.73	.60	.30	Su,T,Th		HOU P	1.76	.15	.15	Dly		CRP P	1.36	1.02	.15	Dly
		LGA AO*	1.33	.94	.15	Su,T,Th		CRP P	1.71	.15	.15	Dly		NLD P	1.25	1.13	.15	Dly
		LGA C*	1.45	1.10	.15	Dly		NLD P	1.72	.15	.15	Dly		LAX P	1.51	.83	.15	Dly except F
		DCA C*	1.21	.87	.30	Su,M,W,F		LAX P	1.98	.20	.20	Dly	Oslo, Norway	LGA AO	1.20	.83	.15	T
		LGA BO	1.23	.89	.20	Su,T,Th,F		MIA SI	1.41	.88	.20	Frequently		IDL S	1.19	.82	.15	Su,T,Th
		IDL SS	1.62	1.10	.20	Su,M,W,F		LGA SI	1.51	.92	.20	Frequently		LGA TR	1.00	.82	.12	Frequently
		IDL AF	1.23	.89	.20	Dly		LGA C*	.12	.15	.15	Dly		HFD TR	1.00	.82	.12	Frequently
		BOB AF	1.20	.87	.20	Dly		LGA C*	.12	.15	.15	Dly		LGA C*	1.18	.81	.30	Dly
		IDL K	1.23	.89	.20	Sa	Montreal, Que., Canada	BTW NE	.04	.15	.15	Dly		DCA C*	1.18	.81	.30	Dly
		SFO PH	2.60	1.90	.20	W,Sa		LGA AO*	1.72	1.27	.15	Su,T,Th		LGA BO	1.20	.83	.20	Su,T,Sa
		HJR PH	1.89	1.36	.20	W,Sa	Moscow, USSR	IDL SS	1.72	1.28	.20	T		IDL SS	1.20	.83	.20	Sa,T,Th
		LAX W*	2.60	1.90	.20	W,Sa	Monrovia, Brazil	LGA P	1.41	.15	.15	Dly		IDL AF	1.20	.83	.20	Six Weekly
		PDX W*	2.60	1.90	.20	W,Sa		MIA P	1.24	.15	.15	T		BOB AF	1.17	.81	.20	Dly
		SEC W*	2.60	1.90	.20	W,Sa		MSY P	1.40	.15	.15	Sa		IDL K	1.20	.83	.15	Dly except Sa
		LGA P	.62	.52	.15	Dly		HOU P	1.61	.15	.15	Sa						

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Paramaribo (cont'd)	LAX P	1.48	15	15	Dly	Prague (cont'd)	BOS AF	1.27	91	20	Dly except W	Saigon (cont'd)	BOS AF	2.51	2.18	20	Twice Wkly	Salinas, Ecuador	MIA P	1.78	58	15	Th, Sa
	MIA K	.73	51	15	T, F, Sa		IDL K	1.30	93	15	Dly		MIA P	.78	58	15	Th, Sa		MSY P	.86	66	15	W, F
Paris, France	LGA AO*	1.24	91	15	T, F, Sa		LGA TC	1.00	85	25			HOUP	.86	66	15	W, F		BRO P	.89	68	15	W, F
	LGA SI	1.20	79	25	Frequently	Preston, Cuba	MIA P	1.00	85	25	Dly		CRP P	.89	68	15	W, F		NLD P	.89	68	15	W, F
	IDL S	1.11	82	15	Su, T, Th	Prestwick, Scotland	LGA AO	.96	72	15	T, F, Sa		LAX P	1.12	92	15	T, Th		LAX P	1.12	92	15	T, Th
	GA TR	.88	70	125	Frequently		IDL SS	.96	72	15	Dly		LGA BO	2.47	1.85	15	T, Th, Sa		MIA P	1.29	88	15	Su, T, F
	HFD TR	.87	70	125	Frequently		UL T	.90	67	20	Dly		MSY P	1.42	1.07	15	M, Th, F		HOUP	1.40	1.07	15	M, Th, F
	IDL SW	.91	74	20	Frequently		IDL SW	.81	65	20	Dly		BRO P	1.42	1.07	15	M, Th, F		CRP P	1.44	1.08	15	M, Th, F
	DCA C*	1.13	81	30		Puebla, Puebla	IDL K	.96	72	15	Dly except M		LAX P	1.22	92	15	T, Th		NLD P	1.46	1.08	15	M, Th, F
	LGA C*	1.13	81	30			DAL B	.41	17	Dly		LAX P	1.22	92	15	T, Th		LAX P	1.22	92	15	T, Th	
	LGA BO	1.00	82	30	Su, T, Th, F, Sa		FTW B	.41	17	Dly		MIA P	1.29	88	15	Su, T, F		MSY P	1.42	1.07	15	M, Th, F	
	IDL SS	1.53	1.04	20	Su, M, W, F		LRD B	.27	17	Dly		HOUP	1.40	1.07	15	M, Th, F		BRO P	1.42	1.07	15	M, Th, F	
	IDL AF	1.09	82	20	Dly	Puerto Cabezas, Nic.	SAT B	.34	17	Dly		CRP P	1.44	1.08	15	M, Th, F		LAX P	1.46	1.08	15	Su, W, F	
	BOS AF	1.06	80	20	Dly		MSY TA	.60	47	M, W, F		SFO PH	2.60	1.90	20	W, Sa		HJR PH	1.89	1.36	20	W, Sa	
	IDL K	1.15	83	15	Dly	Puerto Cortes, Hond.	MEX TA	.48	38	M, W, F		LAX W*	2.60	1.90	20	W, Sa		PDX W*	2.60	1.90	20	W, Sa	
	LGA TW	1.09	82	20	Dly		MSY TA	.49	37	M, W, F		SEC W*	2.60	1.90	20	W, Sa		SEC W*	2.60	1.90	20	W, Sa	
	BOS TW	1.06	80	20	Su, F	Puerto Princesa, Philippines	MEX TA	.36	28	T, Th, Sa		MIA P	1.28	90	15	Sa		MIA P	1.28	90	15	Sa	
	PHL TW	1.10	84	20	M, Sa		SFO PH	2.60	1.90	20	W, Sa		MSY P	1.41	1.06	15	F		HOUP	1.46	1.10	15	F
	DCA TW	1.11	85	20	M, Sa		HJR PH	1.89	1.36	20	W, Sa		BRO P	1.42	1.07	15	F		CRP P	1.44	1.08	15	F
	YIP TW	1.13	87	20	Sa		LAX W*	2.60	1.90	20	W, Sa		CRP P	1.44	1.08	15	F		NLD P	1.49	1.08	15	F
	CHI TW	1.15	89	20	Sa	Puerto Suarez, Bolivia	PDX W*	2.60	1.90	20	W, Sa		LAX P	1.53	1.10	15	Th		LAX P	1.53	1.10	15	Th
	LGA P	1.09	82	15			SEC W*	2.60	1.90	20	W, Sa		MIA P	1.31	98	15	Th		MSY P	1.43	1.07	15	F
	BOS P	1.06	80	15			MIA P	1.32	99	15	Sa		HOUP	1.46	1.10	15	F		HOUP	1.48	1.11	15	F
Paratyba, Brazil	LGA P	1.33	15	15	Sa, T		MSY P	1.44	1.08	15	F		BRO P	1.42	1.07	15	F		CRP P	1.44	1.08	15	F
	MIA P	1.19	15	15	Sa		BRO P	1.45	1.09	15	Th		CRP P	1.44	1.08	15	F		NLD P	1.49	1.08	15	F
	MSY P	1.38	15	15	Th, Su		LAX P	1.58	1.19	15	F		LAX P	1.53	1.10	15	Th		LAX P	1.53	1.10	15	Th
	HOUP	1.56	15	15	Su, Th	Quibdo, Colombia	HOUP	1.49	1.12	15	F		MIA P	1.31	98	15	Th		MSY P	1.43	1.07	15	F
	BRO P	1.48	15	15	Th, Su		CRP P	1.46	1.10	15	F		HOUP	1.48	1.11	15	F		BRO P	1.44	1.08	15	F
	CRP P	1.51	15	15	Su, Th		NLD P	1.51	1.15	15	Th		CRP P	1.46	1.10	15	F		CRP P	1.46	1.10	15	F
	NLD P	1.50	15	15	W, Sa		LAX P	1.46	1.15	15	Th		NLD P	1.50	1.15	15	Th		NLD P	1.50	1.15	15	Th
	LAX P	1.67	15	15	Dly	Quito, Ecuador	MIA P	1.74	55	15	Dly		LAX P	1.56	1.17	15	Th		LAX P	1.56	1.17	15	Th
	MIA P	1.74	50	15	Dly		MSY P	1.82	63	15	Dly		MIA P	1.50	1.15	15	Th		MIA P	1.50	1.15	15	Th
	MSY P	1.15	15	15	Dly		HOUP	1.85	65	15	Dly		MSY P	1.43	1.07	15	F		MSY P	1.43	1.07	15	F
	HOUP	1.26	15	15	Dly		BRO P	1.19	15	15	F		HOUP	1.48	1.11	15	F		HOUP	1.48	1.11	15	F
	BRO P	1.18	15	15	Dly		CRP P	1.22	15	15	F		BRO P	1.44	1.08	15	F		BRO P	1.44	1.08	15	F
	CRP P	1.21	15	15	Dly		NLD P	1.21	15	15	Th		CRP P	1.46	1.10	15	F		CRP P	1.46	1.10	15	F
	NLD P	1.20	15	15	Dly		LAX P	1.46	1.15	15	Th		NLD P	1.50	1.15	15	Th		NLD P	1.50	1.15	15	Th
	LAX P	1.45	15	15	Dly		MIA P	1.74	55	15	Dly		LAX P	1.56	1.17	15	Th		LAX P	1.56	1.17	15	Th
Peiping, China	CHI NW*	2.85	2.11	20	Four Wkly		MSY P	1.82	63	15	Dly		MIA P	1.50	1.15	15	Th		MIA P	1.50	1.15	15	Th
	CLE NW*	2.85	2.15	20	Four Wkly		HOUP	1.85	65	15	Dly		MSY P	1.43	1.07	15	F		MSY P	1.43	1.07	15	F
	YIP NW*	2.87	2.15	20	Four Wkly		BRO P	1.85	65	15	Dly		HOUP	1.48	1.11	15	F		HOUP	1.48	1.11	15	F
	LAX NW*	2.69	1.99	20	Four Wkly		CRP P	1.85	65	15	Dly		BRO P	1.44	1.08	15	F		BRO P	1.44	1.08	15	F
	MKE NW*	2.85	2.11	20	Four Wkly		NLD P	1.11	15	15	Dly		CRP P	1.46	1.10	15	F		CRP P	1.46	1.10	15	F
	MPS NW*	2.83	2.10	20	Four Wkly		LAX P	1.18	89	15	Dly		NLD P	1.50	1.15	15	Th		NLD P	1.50	1.15	15	Th
	SFO NW*	2.55	1.85	20	Four Wkly		MIA SI	1.73	53	10	Frequently		LAX P	1.56	1.17	15	Th		LAX P	1.56	1.17	15	Th
	SEC NW*	2.55	1.85	20	Four Wkly		LGA SI	1.82	62	10	Frequently		MIA P	1.50	1.15	15	Th		MIA P	1.50	1.15	15	Th
	DCA NW*	2.76	2.02	20	Four Wkly	Rabat, Fr. Morocco	IDL AF	1.55	1.16	20	Dly		MSY P	1.43	1.07	15	F		MSY P	1.43	1.07	15	F
	LGA NW*	2.92	2.16	20	Four Wkly		BOS AF	1.52	1.14	20	Dly except W		HOUP	1.48	1.11	15	F		HOUP	1.48	1.11	15	F
	PIT NW*	2.89	2.16	20	Four Wkly	Rangoon, India	LGA BO	2.36	2.10	20	Dly except W		BRO P	1.44	1.08	15	F		BRO P	1.44	1.08	15	F
	PDX NW*	2.69	1.99	20	Four Wkly	Recife (Pernambuco)	LGA P	1.48	15	Dly		CRP P	1.46	1.10	15	F		CRP P	1.46	1.10	15	F	
Pereira, Colombia	MIA P	1.64	43	15	Dly		MIA P	1.26	15	Dly		NLD P	1.50	1.15	15	Th		NLD P	1.50	1.15	15	Th	
	MSY P	1.03	15	15	Dly		MSY P	1.50	15	Dly		LAX P	1.56	1.17	15	Th		LAX P	1.56	1.17	15	Th	
	HOUP	1.14	15	15	Dly		HOUP	1.50	15	Dly		MIA P	1.50	1.15	15	Th		MIA P	1.50	1.15	15	Th	
	BRO P	1.06	15	15	Dly		BRO P	1.50	15	Dly		MSY P	1.43	1.07	15	F		MSY P	1.43	1.07	15	F	
	CRP P	1.09	15	15	Dly		CRP P																

INTERNATIONAL CARGO TABLES—Continued

Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart	Destination	Airport and Airline	RATES (See Note)				Depart
			Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. (Under 100 Lbs.)				Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)				Per \$100 Value				
Salvador (cont'd)	BRO P	1.87	.90	.15	Dly	St. Johns (cont'd)	NLD P	1.12	.15				Tokyo (cont'd)	EDF NW	2.25	1.55	.20	Four Wkly			
	CRP P	1.70	.90	.15	Dly		LAX P	1.35	.15					CHI NW*	2.51	1.69	.20	Four Wkly			
	NLD P	1.72	.90	.15	Dly	St. Johns, N. F.	LGA AO*	.42	.15	Dly				CLE NW*	2.54	1.71	.20	Four Wkly			
	LAX P	1.99	.15		Dly		BOS T	.48	.15	Dly				YIP NW*	2.55	1.73	.20	Four Wkly			
	MIA SI	1.30	.15		Frequently		LGA T	4.89	1.60	Dly				LAX NW*	2.55	1.73	.20	Four Wkly			
Salvador, Brazil	LGA SI	1.55	1.40	.15	Frequently	St. Lucia, B.W.I.	LGA P	.54	.47	.15	T,Th,Sa			MKE NW*	2.51	1.69	.20	Four Wkly			
	LGA P	1.88	.15		Dly		MIA P	.53	.38	.15	Dly			MPS NW*	2.49	1.64	.20	Four Wkly			
	MIA P	1.28	.15		Dly		MSY P	1.00	.15	Dly except Su				LGA NW	2.55	1.73	.20	Four Wkly			
	MSY P	1.54	.15		Dly		HOU P	1.15	.75	.15	Dly			PIT NW	2.55	1.73	.20	Four Wkly			
	HOU P	1.72	.15		Dly		BRO P	1.07	.71	.15	Dly except Su			PDX NW	2.35	1.63	.20	Four Wkly			
	BRO P	1.64	.15		Dly		CRP P	1.10	.72	.15	Dly			SFO NW*	2.35	1.63	.20	Four Wkly			
	CRP P	1.67	.15		Dly		NLD P	1.18	.15					LGA A	.12	.07	.04	Dly			
	NLD P	1.67	.15		Dly		LAX P	1.39	.15	Dly				LGA T	1.76	.04	.15	Dly			
	LAX P	1.94	.15		Dly	Stockholm, Sweden	LGA AO	1.28	.89	.15	Su,T,Th			MIA P	.15	.11	.15	Dly			
	MIA SI	1.19	1.27	.20	Frequently		LGA SI	1.40	.84	.25	Frequently			LGA AO*	1.52	1.14	.15	Dly			
	LGA SI	1.30	1.37	.20	Frequently		LGA TR	1.05	.90	.12	Frequently			LGA BO	1.37	.97	.20	Dly except W			
	EDF NW	2.30	1.65	.20	Thrice Wkly		HFD TR	1.05	.90	.12	Frequently			LGA AO*	1.29	.91	.15	T			
	CHI NW	2.56	1.87	.20	Thrice Wkly		LGA C*	1.26	.87	.30	Frequently			IDL SS	1.29	.88	.20	T,Th,Sa			
	CLE NW	2.59	1.89	.20	Thrice Wkly		DCA C*	1.26	.87	.30	Frequently			MSY TA	.51	.39	.15	M,W,F			
	YIP NW	2.55	1.87	.20	Thrice Wkly		LGA BO	1.28	.89	.20	Dly except W			MEX TA	.38	.30	.15	T,Th,Sa			
	LAX NW*	2.40	1.75	.20	Thrice Wkly		IDL SS	1.28	.89	.20	Dly			CHI NW*	2.70	2.05	.20	Four Wkly			
	MKE NW	2.56	1.87	.20	Thrice Wkly		IDL AF	1.28	.89	.20	Dly			CLE NW*	2.82	2.00	.20	Four Wkly			
	MPS NW	2.54	1.86	.20	Thrice Wkly		BOS AF	1.25	.86	.20	Dly			YIP NW*	2.81	2.00	.20	Four Wkly			
	LGA NW	2.63	1.92	.20	Thrice Wkly		IDL K	1.28	.89	.20	Dly			LAX NW*	2.63	1.93	.20	Four Wkly			
	PIT NW	2.60	1.90	.20	Thrice Wkly		LGA TC	1.00	.90	.25	Dly			MKE NW*	2.79	2.05	.20	Four Wkly			
	PDX NW*	2.40	1.75	.20	Thrice Wkly	Stornoway, Scotland	LGA AO*	1.29	1.00	.15	Dly			MPS NW*	2.77	2.04	.20	Four Wkly			
	SFO NW*	2.40	1.75	.20	Thrice Wkly	St. Thomas, Virgin Is. (U.S.)	LGA P	.41	.36	.15	Dly			LGA NW*	2.80	2.10	.20	Four Wkly			
	SEC NW	2.40	1.75	.20	Thrice Wkly		MIA P	.39	.29	.15	Twice Dly			PIT NW*	2.83	2.10	.20	Four Wkly			
	LAX P	2.40	1.75	.15	T,Sa	Stuttgart, Germany	LGA P	1.25	.94	.15				PDX NW*	2.63	1.93	.20	Four Wkly			
	SFO P	2.86	2.54	.15	T,Sa		BOS P	1.22	.92	.15				SFO NW*	2.63	1.93	.20	Four Wkly			
	BOS P	2.83	2.52	.15	T,Sa	Suva, Fiji Islands	LAX P	1.75	1.27	.15	M,T,Sa			SEC NW*	2.63	1.93	.20	Four Wkly			
	LAX P	2.50	1.88	.15	Su,T,W,F		SFO P	1.75	1.27	.15	T,Sa			CHI NW*	2.76	2.02	.20	Four Wkly			
	SFO P	2.50	1.88	.15	Su,T,W,F	Sydney, Australia	LAX P	2.36	1.74	.15	T,Sa			CLE NW*	2.79	2.06	.20	Four Wkly			
	SFO PH	2.50	1.80	.15	W,Sa		SFO P	2.36	1.74	.15	T,Sa			YIP NW*	2.78	2.06	.20	Four Wkly			
	HJR PH	2.00	1.33	.20	W,Sa		LGA BO	3.41	2.56	.20	M,Th,F,Sa			LAX NW*	2.60	1.90	.20	Four Wkly			
	IDL AF	2.86	2.54	.20			SFO BO*	2.36	1.77	.15				MKE NW*	2.76	2.02	.20	Four Wkly			
	BOS AF	2.83	2.52	.20		Sydney, N. S.	BOS T	.24	.15	Dly			MPS NW*	2.74	2.01	.20	Four Wkly				
	EDF NW	2.40	1.75	.20	Four Wkly		LGA T	2.99	.90	Dly			LGA NW*	2.98	2.07	.20	Four Wkly				
	CHI NW	2.66	1.92	.20	Four Wkly	Tacloban, Philippines	SFO PH	2.60	1.90	.20	W,Sa			PIT NW*	2.80	2.07	.20	Four Wkly			
	CLE NW	2.69	1.96	.20	Four Wkly		HJR PH	1.89	1.36	.20	W,Sa			PDX NW*	2.60	1.90	.20	Four Wkly			
	YIP NW	2.68	1.96	.20	Four Wkly		LAX W*	2.60	1.90	.20	W,Sa			SFO NW*	2.60	1.90	.20	Four Wkly			
	LAX NW*	2.50	1.80	.20	Four Wkly		PDX W*	2.60	1.90	.20	W,Sa			SEC NW*	2.60	1.90	.20	Four Wkly			
	MKE NW	2.66	1.92	.20	Four Wkly	Tagbilaran, Philippines	SEC W*	2.60	1.90	.20				MIA P	1.31	.89	.15	Su,T,F			
	MPS NW	2.64	1.91	.20	Four Wkly		SFO PH	2.60	1.90	.20	W,Sa			MSY P	1.44	.08	.15	M,Th,Sa			
	LGA NW	2.73	1.97	.20	Four Wkly		HJR PH	1.89	1.36	.20	W,Sa			HOU P	1.48	1.11	.15	M,Th,Sa			
	PIT NW	2.70	1.97	.20	Four Wkly		LAX W*	2.60	1.90	.20	W,Sa			BRO P	1.44	.08	.15	M,Th,Sa			
	PDX NW*	2.50	1.80	.20	Four Wkly		PDX W*	2.60	1.90	.20				CRP P	1.46	1.10	.15	M,Th,Sa			
	SFO NW*	2.50	1.80	.20	Four Wkly		SEC W*	2.60	1.90	.20				NLD P	1.50	.15	.15				
	SEC NW	2.50	1.80	.20	Four Wkly	Talara, Peru	MIA P	.84	.63	.15	Dly			LAX P	1.56	1.17	.15	Su,W,F			
	LAX W	2.50	1.80	.20			MSY P	.92	.71	.15	Dly			SFO PH	2.60	1.90	.20	W,Sa			
	PDX W	2.50	1.80	.20			HOU P	.95	.73	.15	Dly			HJR PH	1.89	1.36	.20	W,Sa			
	SEC W	2.50	1.80	.20			BRO P	.95	.73	.15	Dly			LAX W*	2.60	1.90	.20				
	IDL K	2.86	2.54	.15	Su		CRP P	.95	.73	.15	Dly			PDX W*	2.60	1.90	.20				
	LGA P	.92	.69	.15	Dly		NLD P	1.15	.15					SEC W*	2.60	1.80	.20				
	BOS P	.89	.67	.15	Dly		LAX P	1.28	.97	.15	Dly			MIA P	.73	.49	.15	Su			
	LGA AO	.92	.69	.15	M,T,W,Th,Sa		LGA PI	.96	.74	.10	Dly			MSY P	1.14	.15	.15	F			
	LGA SI	1.10	.70	.25	Frequently		IDL PI	.98	.73	.10	T,W,F,Sa			HOU P	1.25	.15	.15	F			
	LGA TR	.68	.58	.10	Frequently	Tamatave, Madagascar	IDL AF	3.50	2.63	.20	Weekly			BRO P	1.17	.15	.15	W,Sa			
	HFD TR	.68	.58	.10	Frequently		BOS AF	3.47	2.60	.20	Weekly			CRP P	1.20	.15	.15	W,Sa			
	LGA SW	.77	.61	.20		Tampico, Mexico	HOU P	.15	.11	.15	Dly			NLD P	1.19	.15	.15				
	IDL SA	.92	.69	.20	Su		BRO P	.10	.08	.15	Dly			LAX P	1.44	.15	.15	Th			
	UL T	.86	.65	.15			CRP P	.13	.10	.15	Dly			LGA AO*	1.59	1.61	.15	T,F,Sa			
	LGA BO	.92	.69	.20		Tananarive, Madagascar	LAX P	.76	.15	Dly				IDL AF	1.37	.97	.20	Four Wkly			
	IDL AF	.92	.69	.20			IDL AF	3.44	2.58	.20	Weekly			BOS AF	1.34	.85	.20	Four Wkly			
	BOS AF	.89	.67	.20	Dly		BOS AF	3.41	2.56	.20				IDL K	1.37	.97	.15	Th			
	LGA TW	.92	.69	.20	Dly	Tangier, Morocco	LGA AO*	1.55	1.24	.15	Dly			LGA TW	1.37	.97	.20	M			
	BOS TW	.89	.67	.20	Su,F		IDL AF	1.61	1.21	.20				HOU P	.26	.15	.15	Dly			
	PHL TW	.93	.71	.20	M,Sa	Tapachula, Mexico	BOS AF	1.58	1.19	.20				CRP P	.21	.15	.15	Dly			
	YIP TW	.96	.74	.20	Sa		MIA P	.43	.31	.15	Dly			LAX P	.74	.15	.15	Dly			
	DCA TW	.94	.72	.20	M,Sa		MSY P	.39	.29	.15	Dly			MSY P	.62	.15	.15	Dly except S			
	CHI TW	.98	.76	.20	Th,Sa		HOU P	.42	.31	.15	Dly			HOU P	.59	.15	.15	Dly except F			
	LGA TC	.73	.60	.25			BRO P	.34	.25	.15	Dly			BRO P	.50	.15	.15	Dly			
	CHI NW*	2.85	2.14	.20	Four Wkly	Tegucigalpa, Honduras	CRP P	.37	.28	.15	Dly			CRP P	.45	.15	.15	Dly			
	CLE NW*	2.91	2.18	.20	Four Wkly		LAX P	.88	.15	Dly				LAX P	.83	.15	.15	Dly except F			
	YIP NW*	2.90	2.18	.20	Four Wkly		MIA P	.47	.34	.15	Dly			LGA S	2.43	1.61	.15	Su,T,Th			
	LAX NW	2.72	2.02	.20	Four Wkly		MSY P	.44	.32	.15	Dly			MIA P	1.22	.87	.15	T,F			
	MKE NW*	2.88	2.14	.20	Four Wkly		HOU P	.50	.38	.15	Dly			MSY P	1.36	1.02	.15	M,Th			
	MPS NW*	2.86	2.13	.20	Four Wkly		BRO P	.45	.33	.15	Dly			HOU P	1.42	1.06	.15	M,Th			
	LGA NW*	2.95	2.19	.20	Four Wkly		CRP P	.48	.35	.15	Dly			BRO P	1.37	1.03	.15	M,Th			
	PIT NW*	2.92	2.19	.20	Four Wkly		NLD P	.48	.35	.15	Dly			CRP P	1.40	1.05	.15	M,Th			
	PDX NW*	2.72	2.02	.20	Four Wkly		LAX P	.61	.48	.10	Dly			NLD P	1.39	.15	.15				
	SFO NW*	2.72	2.02	.20	Four Wkly		MSY TA	.44	.32		M,W,F			LAX P	1.52	1.14	.15	Su,W			
	SEC NW*	2.72	2.02	.20	Four Wkly	Teheran, Iran	MEX TA	.31	.23		Dly			SEC U	.04	.02	.10	Dly			
	LGA TR	2.45	1.57	.25	Frequently		LGA AO	2.10	1.58	.15	Dly			LGA U	.96	.24	.10	Dly			
	HFD TR	2.45	1.57	.25	Frequently		LGA SI	2.65	1.70	.25	Frequently			LGA T	1.03	.37	.15	Dly			
	LGA BO	2.58	2.29	.20	M,Th,F,Sa																

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart	Destination	Airport and Airline	RATES (See Note)			Depart
		Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	
Victoria Falls, So. Rhodesia.....	LGA BO	2.47	1.85	.20	Su,T,F	Villahermosa (cont'd)	CRP P	.43	....	.10	Dly	Windsor (cont'd)	LGA T	2.14	.066	....	Dly
Vienna, Austria.....	LGA P	1.36	.96	.20	Dly	"	LAX P	.83	....	.10	Dly	"	CHI T	.12	....	....	Dly
"	BOS P	1.33	.94	.20	Su,F	Villavicencio, Colombia..	MIA P	.65	.44	.10	Dly	Winnipeg, Man., Can...	LGA T	5.75	.20	....	Dly
"	LGA AO*	1.36	1.01	.15	Dly	"	MSY P	1.12	....	.20	Dly	"	GFK W	.04	....	....	Dly
"	LGA SI	1.35	.80	.25	Frequently	"	HOU P	1.23	....	.20	Dly	Yakutat, Alaska.....	SEC P	.45	.18	.15	W,Sa
"	LGA TR	1.05	.90	.12	Frequently	"	BRO P	1.15	....	.20	Dly	Zamboanga, Philippines..	SFO PH	2.60	1.90	.20	W,Sa
"	HFD TR	1.05	.90	.12	Frequently	"	CRP P	1.18	....	.20	Dly	"	HJR PH	1.89	1.36	.20	W,Sa
"	LGA C*	1.34	.94	.30	....	"	NLD P	1.17	....	.15	....	"	LAX W*	2.60	1.90	.20	....
"	DCA C*	1.34	.94	.30	....	Visby, Sweden.....	LAX P	1.42	....	.20	Dly	"	PDX W*	2.60	1.90	.20	....
"	LGA BO	1.36	.96	.20	Su,T,Sa	"	IDL SS	1.34	.93	.20	Dly	Zurich, Switzerland.....	SEC W*	2.60	1.90	.20	....
"	IDL AF	1.36	.96	.20	....	Wadi Haifa, Ang. Eg. Jordan..	LGA AO*	1.97	1.47	.15	Dly	"	LGA AO*	1.31	.97	.15	Dly
"	BOS AF	1.33	.94	.20	....	"	LGA BO	1.78	1.34	.20	Su,T,Th,Sa	"	LGA SI	1.30	.77	.25	Frequently
"	LGA TC	1.05	.90	.25	....	Wake Island.....	LAX P	1.54	1.16	.20	Five Wkly	"	IDL SS	1.20	.89	.20	Su,M,W,F
Vigan, Philippines.....	SFO PH	2.60	1.90	.20	W,Sa	"	SFP P	1.54	1.16	.20	Five Wkly	"	IDL SA	1.20	.89	....	Su
"	HJR PH	1.89	1.36	.20	W,Sa	Warsaw, Poland.....	LGA AO*	1.47	1.11	.15	T,F,Sa	"	IDL S	1.20	.89	....	Su,T,Th
"	LAX W*	2.60	1.90	.20	....	"	IDL SA	1.50	1.13	....	Su	"	LGA TR	.95	.80	.12	Frequently
"	PDX W*	2.60	1.90	.20	....	"	IDL SS	1.52	1.04	.20	Dly	"	HFD TR	.95	.80	.12	Frequently
"	SEC W*	2.60	1.90	.20	....	"	IDL AF	1.43	1.07	.20	....	"	LGA C*	1.18	.87	.30	....
Villahermosa, Mexico...	MIA P	.47	....	.10	Dly	"	BOS AF	1.40	1.05	.20	....	"	DCA C*	1.18	.87	.30	....
"	MSY P	.45	....	.10	Dly	Whitehorse, Canada....	SEC P	.35	.14	.10	Su,T,W,F	"	IDL AF	1.20	.89	.20	Six Weekly
"	HOU P	.4510	Dly	Windsor, Ont., Canada..	LGA A	.2010	Dly	"	BOS AF	1.17	.85	.20	Dly except
"	BRO P	.4010	Dly	"	CHI A	.12	Dly	"	IDL K	1.20	.89	.15	Dly except
												"	LGA BO	1.22	.92	.20

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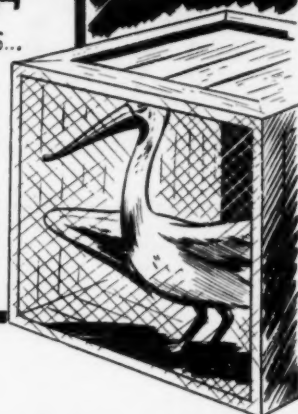
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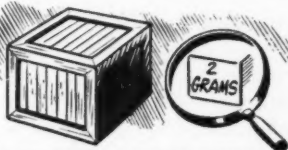
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SHIPS LAID UP WITH DAMAGED RUDDERS IN FOREIGN PORTS SOLVE DILEMMA BY SENDING ENTIRE RUDDER TO U.S.A. FOR REPAIRS. QUICK RETURN SAVES WHARFAGE.



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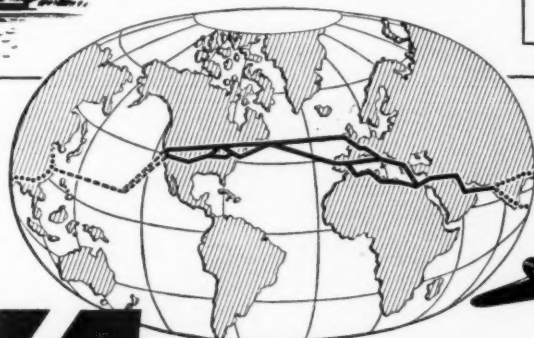
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NORTHWEST, HO!

By **EDGAR H. BAUMAN**

NO BABY CHICKS?

No, sir—no baby chicks! Perhaps we should explain those cryptic words to the non-journalist. The desks of aviation news writers are covered daily with releases from the airlines whose drumbeaters attempt valiantly to keep them supplied with material. During the early part of this year, however, there seemed to be a scarcity of items concerning new planes, new routes, or new deserts. Nor was an airline claiming that it was the first to show moving pictures to passengers while crossing the ocean. Oh, it was really quite terrible! But *presto!*—as if by magic all of them hopped happily on a subject which had been news for a considerable time, but which apparently had just come of editorial age . . . Air cargo!

But dawgunnit, here was a subject that wasn't exactly glamorous. So the first epidemic was a deluge of announcements that such and such an airline had signed an interline agreement with this and that airline. It got to a point where they were so tangled in interlines that this writer, in self-preservation, announced that

so far as he knew, every airline in the business had signed an interline agreement with every other airline in the business and "yiz'll please not send us any more interline agreement releases."

The Chick Plague

Little did he know what a plague was to follow! Promptly, the public relations departments of every airline in the business announced to a breathlessly waiting world that something "chickaclysmic" had happened. Shipments of baby chicks were being flown every day from here to there without mishap, and the "passengers" had attested midst happy chirps that they were quite satisfied with this new mode of travel. Well, anyway, these non-earth-shaking announcements would be accompanied by a photo of a charming stewardess, while the baby chicks were assumed to be inside the carton to which she'd inevitably be pointing! It was, of course, a foregone conclusion on the part of the press agent that nobody'd ever be interested in looking at a carton.

That's why, when gathering material concerning the air cargo potential to, through, and from the Orient, the writer was forced to admit he was temporarily stopped when the folks at Northwest Airlines assured him that they hadn't handled a single ship of baby chicks in either direction!

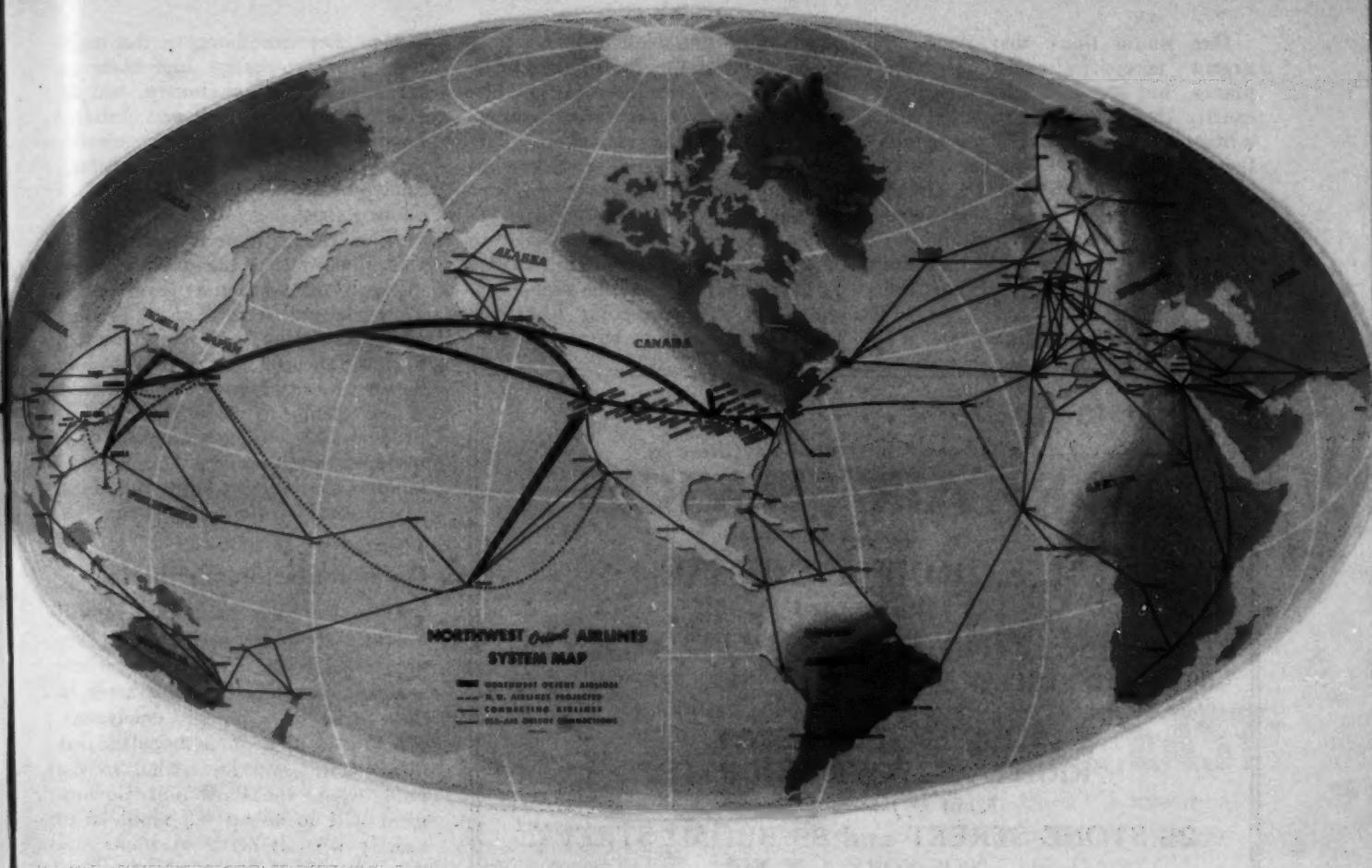
But they've carried pretty much everything else as air cargo. Figures for August, 1947 were 15,000 ton-miles, while for August, 1948 the figure was 165,000 ton-miles. They attribute this tremendous increase with a considerable amount of grateful respect, to General Douglas MacArthur. He is apparently so determined to put Japan on sound footing that he is permitting traders from the United States to come to Japan. Business is getting brisk, and naturally, the more business that's generated the larger will be the monthly ton-mile figures from here on out.

It is interesting to recall that the Northwest Passage, sought for centuries by explorers, has today become not only a reality but a trade route that is paying off in handsome dividends. The route itself presents a study in contrasts. Following pretty much the same course which took shape in the dreams of the mariners (no pun meant on Jim Mariner, NWA's director of air cargo) who guided their vessels through the seven seas, the present Northwest Passage is a relatively easy route through the air. But it goes beyond even the old timer's dreams, for here is a route following the Great Circle across the North Pacific to the Far East, providing business centers and outlets in the Orient.

NWA officials look at their records with pride as they become chapters in history, because the first

Trailerload of cargo for a Northwest Airlines Skymaster at Minneapolis





year's operations prove that here is a significant trade route with a tremendous passenger and cargo potential. United States gateway employees informed the writer that every time one of their planes settles to the runway, they unload it with a mystic sense of the exotic atmosphere of the Orient. They can almost smell the incense. More often than not, they unload a cargo for which an early adventurer would have given his life.

Oriental Exports

From China and Japan come finely woven silks, satins, linens and laces, hairnets, cultured pearls of exquisite beauty, cameos; from the Philippines, finely carved wooden ware and intricately hand embroidered linens.

Like the trading ships of old which stopped here and there to barter with the natives of Oriental cities, so, today, Northwest's planes cruise the skies carrying cargo from the highly industrialized cities in the United States to the bargaining centers of the Far East.

In Tokyo, Shanghai, Manila, Seoul, or Okinawa, natives stop at street stalls to consider merchandise which had left stateside factories only a couple of days earlier. They carefully examine wearing apparel as up-to-the-minute as that shown in

the finest Fifth Avenue shops. They read American newspapers and magazines less than a week after they have been published.

With the Twentieth Century's Northwest Passage linking the Orient and the Occident, the airline's records show that American businessmen are availing themselves of the Far East's markets. Cargo volumes on the NWA short-cut route—through Canada and Alaska—has

grown approximately 1,525 per cent since the inception of the operation in July, 1947.

But the market boom is yet to come. Travel and trade barriers imposed during and after World War II are being relaxed. China, the Philippines, and Japan are able to receive American businessmen with State Department blessings, and a reasonable number of tourists have ventured forth.

TOSHIYUKI FUKUSHIMA, director, Nippon Express Company, (left) shows Tom Marshall, Japan traffic manager for NWA, a shipment of watch parts which will be packed in special aluminum containers. . . . Jack Kaiser and Leroy Lyons, both of NWA, examine Japanese-made life-size mannequins (right) en route from the Jap capital to the French capital.



One would think that items of urgent necessity would fill the planes, but we find that this isn't exactly the case. For instance, the writer was told of a Geneva manufacturer of watch movements, who is shipping his products by air to the Orient, where they are mounted in cases produced by fabulously cheap Japanese labor; then they are flown back to the United States for sale.

Irish and Belgian linens are im-

ported into the United States only to be flown to the Philippines to be beautifully embroidered for milady, after which they are flown back to her favorite stateside shop. Tremendous quantities of Kodak films and supplies are flown to the new island republic where, we are advised, "enough film is exposed to make it appear that picture taking is the only thing that the natives indulge in." Where color films are used, two more trips by air are pro-

vided: they are flown to the mainland for processing, and then returned to the anxiously waiting shutterbug. Other items handled have been cases of beer, electric fans, deep freeze units, furniture, and planeload after planeload of white shirts.

In a recent interview the writer was advised that the Japs want us to send our designers over there. They claim that instead of sending us the raw silks from which we will fashion fabrics which go into the new looks, why can't our designers make arrangements to have the finished product fashioned and manufactured in Japan where expert though cheap labor is available in large quantities. The dresses would be flown back to us.

Documentation Problems

Documentation problems are still a little troublesome—mainly, we are told, in the Philippines where constant changes are being made in the form of import documents. NWA says that it is hopeful that things will soon be settled to the point where the Philippine Government will make up its mind as to exactly what it needs or wants and then stick to it for a while. They would also like to see the preparation and adoption of a general Export Declaration form which possibly could take the place of the present airwaybill.

Within the next few months, NWA will start all-cargo planes in service. At present their "flexible bulkhead" system seems to be working satisfactorily. Passenger load factors are pre-determined and the forward bulkhead is moved to a point in the cabin where the cargo load ends and the passenger load begins. Thus the passenger doesn't feel that he is sitting in the middle of a baggage car.

Here, too, we have another vote for the need of a good cargo plane, built as such from the first rivet up! It is amazing and difficult to understand why the Government doesn't realize this fact and do something with and about the much kicked-around prototype bill.

As this is being written, news has arrived that the Air Freight Forwarder Case has been affirmatively decided. NWA is happy about this, for the airline has wanted to go on record as feeling that the forwarders have rendered an inestimable amount of good service and that they are "all for them."

Even as the sailing ship was outmoded with the advent of the steam-

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ship, and in turn the steamship was supplemented by the airplane, so further advances in the world of aviation has produced a faster and more economical means of air transportation—the new Boeing *Strato-cruiser*. When NWA puts its fleet of these double-decked, four-engined sky giants into service, they will be able to carry air cargo from New York to Tokyo in 24 hours.

That could be an inducement for a first shipment of baby chicks!

SHALL IATA PAY 7½%?

(Continued from Page 10)

concerning forwarders' commissions. In the beginning, those in favor of raising commissions far outnumbered those who would keep it as it is. The procedure suddenly reversed itself completely, with the result that the nays edged past the ayes.

What did the Air Transportation poll of IATA air carriers prove? Just this:

1. Most airlines are cooperating with air cargo agents.
2. There has been an increase in cargo traffic since dealing with these agents.
3. IATA members feel that the

forwarding industry is cooperating satisfactorily with them.

4. There is strong sentiment among the international airlines in favor of a 7½ percent commission to air cargo agents.

REA Air Volume Holding

According to Kinsey N. Merritt, vice president-traffic of the Railway Express Agency, no real inroads have been made on the air express volume by air parcel post. He pointed out that in some cases the air express rate is lower than the air parcel post rate.

REA will not enter into any sort of a rate war with either air parcel post or air cargo, Merritt said, adding that "we do not feel challenged at this point."

Most express packages are relatively small, he said, and stressed the fact that 33 percent of express units average between one and 24 pounds. Sixty-four percent of the bundles are less than 100 pounds, with the average size about 17 pounds.

There is no fixed relationship between both sets of rates, since they are derived from different sources. Express rates are made up on a point-to-point basis while parcel post rates are fixed on a zonal basis.

Eastern Paying 5%

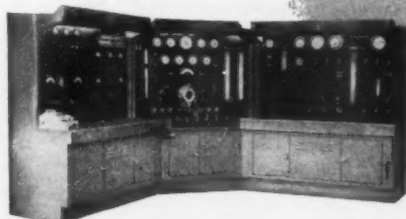
Five percent commission will be paid to foreign freight forwarders on all international shipments sent via Eastern Air Lines, according to agreements signed by the carrier.

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From a *New York TIMES*
editorial of Sept. 5, 1948

"Encouraging to Seaboard was the repeat business which found air freighting across the Atlantic increased turnover, reduced inventory and loss from pilferage and damage, lowered charges on insurance, handling and packing, allowed direct shipment to European cities and tapped seasonal markets without exchange fluctuations. Here is customer acceptance of a raw, tough business where operating know-how is the pay off."

Why the Original AIR CARGO, INC. AGREEMENT STANDS

The official opinion of the Civil Aeronautics Board

ON December 31, 1947, the Board approved, pursuant to section 412(b) of the Civil Aeronautics Act, an agreement between 17 certificated air carriers (identified as Agreement C. A. B. No. 1041) providing for the establishment and operation of Air Cargo, Inc. (hereafter called *Air Cargo*.) This corporation has as its primary purpose the consolidation of existing ground facilities at the major airports for the handling of air freight transported by member air carriers. In its order approving the agreement establishing Air Cargo (Order Serial No. E-1086) the Board attached the following condition:

"That any holder of a certificate of public convenience and necessity issued by the Board authorizing transportation of property by aircraft be authorized to participate in Air Cargo, Inc., as a matter of right."

On January 30, 1948, Eastern Air Lines, Inc. and United Air Lines, Inc. filed petitions with the Board requesting reconsideration of the order approving Air Cargo with respect to the above quoted condition. Both air carriers seek the elimination of the condition from the approval granted Air Cargo. These petitions urge that this condition imposed by the Board looks to a future situation which cannot be anticipated and that

its application to specific cases can only cause confusion; that the condition will result in discrimination against the original and present owners of Air Cargo who have spent their time and money to develop its operations; that the condition is an attempt to revise the agreement among the parties; that the condition involves a narrow construction of the public interest; and that the Board has no legal authority to impose the condition.

Public Interest

We have given full consideration to the petitions and find that the condition with respect to future participation of other certificated air carriers inserted in the order approving the agreement establishing Air Cargo is in the public interest, is within our authority to impose, and should be retained. However, the petitions have indicated some misunderstanding of the nature and purpose of this condition, and it is therefore believed desirable that we set forth the public interest objectives we seek by the imposition of such a requirement.

We are fully in sympathy with all efforts of air carriers to reduce costs by the consolidation of individual duplicating ground and terminal fa-

cilities. These efforts are clearly within the scope of the policy of Section 2 of the Civil Aeronautics Act and thus in the public interest. That section provides, among other things, for the encouragement and development of air transportation, and the improvement of relations between air carriers. Cooperative efforts of air carriers to accomplish these results through agreements such as that establishing Air Cargo, receive and will continue to receive our support and encouragement.

At the same time Section 412(b) of the Civil Aeronautics Act requires that we shall approve specific arrangements to accomplish such purposes only after careful scrutiny to determine that the provisions of any such arrangements adequately protect the public interest involved. We believe that in performing this statutory duty we should be guided by the principle that cooperative arrangements embracing a large group of certificated air carriers should permit the future participation of other certificated air carriers upon an equitable basis. This is particularly so where, as here, the arrangements are substantially industry-wide in character. If a group of air carriers

(Continued on Page 96)

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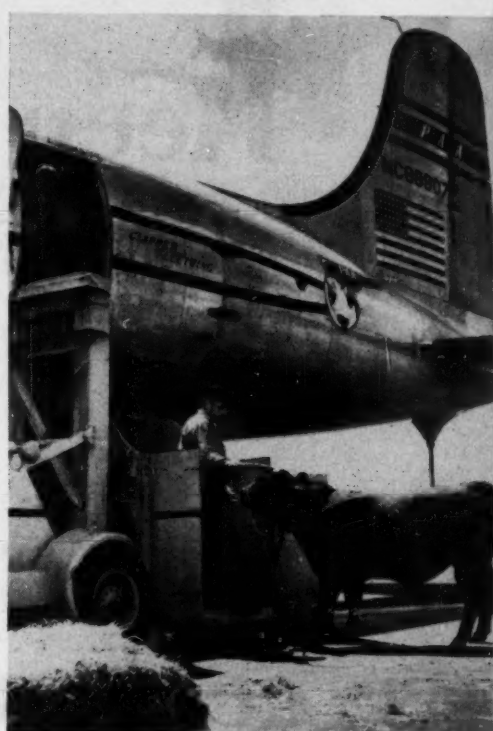


Cuban hutias: Havana to New York



Siberian husky: Fairbanks to Seattle
Frisky kids: Seattle to Fairbanks

WHO'S ZOO of AIRBORNE ANIMALS



Aberdeen-Angus cattle Baltimore-Jamaica
Sea lion: California to the Windy City



Marmoset monkey: Panama to Miami



**SOME QUICK
BACKGROUND NOTES
ON THE
AVIATION PICTURE
IN CEYLON**

Keep your eye on ceylon

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to
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Great Britain*

CIVIL aviation in Ceylon is progressing rapidly, and the first Ceylon-London air service by Air Ceylon is shortly to be inaugurated. This is the result of the recent talks the Minister for Transport and Works, Mr. J. L. Kotalawala, had in London.

Colombo Airport at Ratmalana, was opened by the then Governor of the island, Sir Andrew Caldecott, of February 23, 1938. On that date a Tata aircraft took off from Ratmalana carrying the first load of Ceylon air mail under the Empire Airmail Scheme.

Meanwhile aerodrome development in the island went ahead. The construction of an emergency landing ground at Puttalam on the Madras-Colombo air route was also completed. This was officially opened on June 2, 1939. Club flying also continued to make good progress, and a new clubhouse for the Aero Club of Ceylon was declared open on September 17, 1939.

The airport administration building at Ratmalana was formally opened on August 15, 1940. Later in the same year the State Council sanctioned the release of a further sum of Rs. 200,000 for the construction of three additional hangars and extensions to the runways. In 1941 more private aircraft for private flying and training purposes were purchased by Ceylon nationals and registered in the island.

With Japan's entry into the war in December, 1941, the fall of Singapore and the air attack on Colombo on April 5, 1942, the entire control of the airport at Ratmalana was taken over by the RAF and flying-club activities virtually closed.

Ceylon's importance as an air base during the war resulted in considerable extensions and improvements being made to Ratmalana to take heavy Service aircraft and additional aerodromes were constructed at high speed all over the island. Not all these, however, are important to civil aviation. Some constructed by the Services have been abandoned and others retained.

Civil aerodromes now maintained in the island are: Colombo Airport (Ratmalana) principal civil airport in the island now developed to international standards; Puttalam aerodrome, an emergency landing ground on the direct air route between Ceylon and India; Minneriya aerodrome taken over from the Services and being developed for internal services; Vavuniya aerodrome taken over from the Services and being retained as an emergency landing ground.

Service aerodromes are at Negombo, Kankasanturai, Koggala and China Bay. Negombo (Katunayake) has the longest airstrip in the island and is capable of taking the heavy transocean air transports now operating. It is available for use by civil airlines by arrangement with the RAF. Kankasanturai aerodrome was retained by the RAF and is available to civil aircraft in emergencies. Koggala landing strip and flying-boat base was also retained by the RAF and is available to civil aircraft in emergencies. Finally, there is China Bay aerodrome and flying-boat base (Trincomalee). This is within an area over which the flight of civil aircraft is prohibited.

Development of the Ratmalana airport was taken in hand immediately the Services released its control. The value of the aerodrome has been considerably enhanced as up-to-date radio and navigational equipment sited on and near the airport have been taken over from the American authorities. The aerodrome was reopened on June 1, 1946, as Ceylon's civil airport, and Air India's services now terminate here. Extensive reconditioning work has been done on the runway, aerodrome and buildings.

Prior to the outbreak of the war, Ceylon had to cater for the small-cabin four-seater mail aircraft operated by Tata Air Lines on the Colombo-Karachi route. The frequency of the service was about four times a week. As a result of war conditions, Ceylon was in the fortunate position of being directly linked by air to Australia, the United Kingdom, the Near East and to most of the important cities in India.

It is the policy of the Ministry for Transport and Works that international air transport services through Ceylon should be encouraged and every facility should be given to commercial operators to develop air traffic to and from Ceylon. In pursuance of this policy negotiations have been concluded for the operation of an Air Ceylon service between Ceylon and the United Kingdom in conjunction with BOAC, whose services already run to Ceylon; an American air service from New York via Ireland, France, Italy, India to Ceylon, Singapore and beyond; and Air Ceylon services between Ceylon and India.

Policy about external air services from Ceylon is that they should be State-owned and State-controlled. With this in view Air Ceylon, the Government air service, has purchased four *Dakotas* and is using them for its services

(Concluded on Page 99)

AIR FREIGHT FORWARDERS

AIR Freight Forwarders Association:

This body has been organized on an "active, permanent basis" as a result of a meeting of top executives of 26 air freight forwarding firms. John H. Stewart, president of Air Dispatch, Inc., Cincinnati, was elected president. According to Stewart, AFFA "will take vigorous steps to eliminate inequities and prevent abuses that have plagued the transportation business for years."

Emery Air Freight Corp.: New terminal and office address is 314 East 39th Street, New York. Telephone: ORegon 9-1020.

Freight Cargo Agency: George B. Kiely promises big doings in the very near future now that his firm is hooked up with Air Shipping Agencies, Ltd. Objective is an American counterpart of the Baltic Exchange. (See *Bringing Together Planes and Cargoes*, in this issue).

Pan-Atlantic, Inc.: Frank Stern, vice president, is on a business tour of South America, which will take in the cities of Rio de Janeiro, Santos, Sao Paulo, Montevideo, Buenos Aires, Santiago, Valparaiso, La Paz, Lima, Callao, Quito, Guayaquil, Bogota, Cali, Buenaventura, Barranquilla, Caracas, and La Guaira. Branch offices will be established in each of the cities. Headquarters are at 59 Pearl Street, New York.

Mercader, Inc.: This firm has been organized with offices at 90 Pine Street, New York. Winston P. Warner heads the company as president. Edward Raphael is general manager. The firm is affiliated with Mercader, S. A., Caracas, Venezuela.

Judson Sheldon Division, National Carloading Corporation: A new office has been opened at 1130 16th Street, Denver, under the managership of John R. Davis.

Midtown Air Freight Terminal: Sam Kreis, president, reports that the garment delivery emergency caused by the stepped-up seasonal business as well as the retail stores' current policy of low inventories, has more than doubled the air freight volume passing through Midtown. Last month attracted a daily average of 10 tons. Peak days saw nearly 50,000 pounds of air cargoes shipped out in a 24-hour period. To aid New York shippers in speeding deliveries on rush orders, Midtown has inaugurated an "Early Bird" service which makes possible same-day delivery to many of the nation's stores. Packages delivered to Midtown by noon are sped to the airports in time for afternoon flights to their destinations.

Trans-Global Shipping Corporation: A special cargo of semi-diplomatic status was rushed in a single day's time from TGS' New York shipping headquarters to United Nations representatives in Paris.

E. A. Gibson & Company, Ltd.: This British company reports that one of the biggest charter operations of the year was the daily delivery of 50,000 gallons of milk in churns from Belfast to Blackpool and Liverpool between August 31 and October 31.

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THE AIRFREIGHTER AND AIR SHIPPER

(Continued from Page 18)

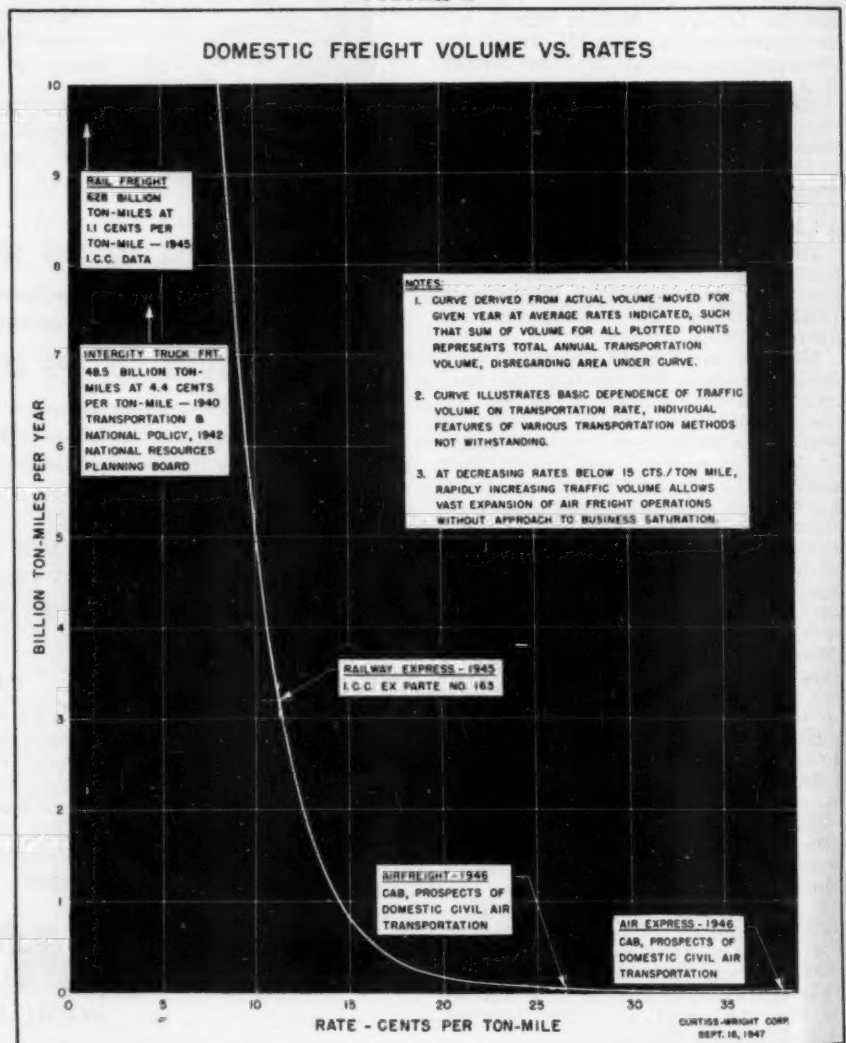
express. It will also bring first-class air rates to within 33 percent of rail LCL and truck LTL shipping charges.

The full impact of this relationship between air rates possible with a true freight airplane and rail express and LCL rates can be appreciated when consideration is given to the tremendous amount of surface traffic moving in these categories. Rail express volume amounts to about 3.2 billion ton-miles annually. As for LCL traffic, the Association of American Railroads' recent study *Transportation in America* points out that more freight revenue was derived from LCL between 1928 and 1941 than any other single commodity in the ICC Freight Classification except bituminous coal. In 1946, the railroads received nearly 480 million dollars in revenue for slightly over 24 million tons of originating LCL.

Further penetration of surface transportation volume can and will be effected with this basic cargo airplane, when time is of enough importance to justify the 33 percent differential over LCL rates. Overnight service or first-morning delivery from any place in the United States to any other place will get shipments to a consignee as much as eight days sooner than rail express and possibly 20 days sooner than LCL. There is a huge volume of business available of the LCL type which can bear the difference in cost in return for the substantial improvement in delivery time; the reduction in the amount of goods tied up in transit is in itself a factor in reducing shipping costs.

Graphic evidence of the effect of the rate reduction on volume is shown in Figure 2. It will be noted that this chart illustrates the basic dependence of traffic volume on transportation rates and that the

FIGURE 2



curve was constructed through points established from known traffic volumes for the different types of service; viz. rail, motor truck, rail express, air freight, and air express, at the average rate at which the traffic moves. This chart does not take into account the vast amount of new business that will be generated by the type of service air cargo makes possible.

Cent Difference

Comprehensive studies made recently by qualified analysts have established conclusively that there is a minimum difference of about one cent per ton-mile in operating costs between an airplane specifically designed for air cargo and the best of the modern four-engined passenger conversions. This is based on a realistic load factor (65 to 75 percent) and daily aircraft utilization—about 7.5 hours. At rate levels which can be expected of a basic cargo airplane—in the vicinity of 10 cents per ton-mile—this one-cent difference means that this cargo airplane has a 50 percent greater traffic potential than the passenger conversion. This can readily be seen by comparing the difference in volume between 10 and 11 cents per ton-mile indicated in Figure 2.

Applying this same spread in rates to the curve in Figure 3 (which is similar to Figure 2, except confined to air cargo alone), it will also show 50 percent more traffic available for the basic cargo airplane.

Operating costs are further lowered by the very design and configuration of the specialized cargo airplane. Proper arrangement and shape of the cargo compartment, doors, and location of the cargo floor height are of fundamental importance. One consulting firm has determined, for example, that a low-floor airplane can be loaded for

\$2.50 to \$3.35 per ton cheaper than a high-floor type, not counting the time saved which is directly translatable into distance travelled. The design must allow for improved maintenance and overhaul features. The speed factor is of obvious importance, as is the requirement for reserve power and functional dependability.

One of the outstanding features of importance to the shipper is the savings possible through smaller inventories or stock on hand. A prominent mail-order company to whom

the freight airplane story was recently told, declared it would have been saved the necessity of building and stocking an entire Midwest warehouse if an airplane with the features outlined here had been available.

There are other advantages, too, which the specialized cargo plane gives the shipper to help him gain his objective of giving better and more dependable service. These are made possible by reduction of indirect operating expenses or overhead. Such things as the reduction

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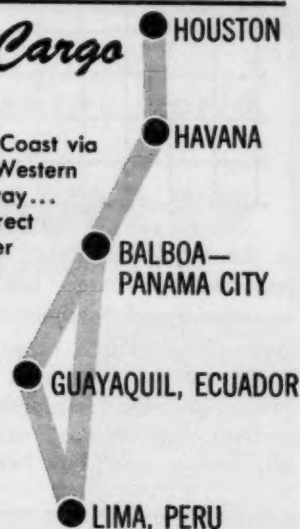
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• FRESNO	.31	.51	.79	.96
HOUSTON	.16	.39	.67	.84
KANSAS CITY	.20	.41	.69	.86
• LOS ANGELES	.30	.50	.78	.95
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• PHILADELPHIA		.40	.68	.85
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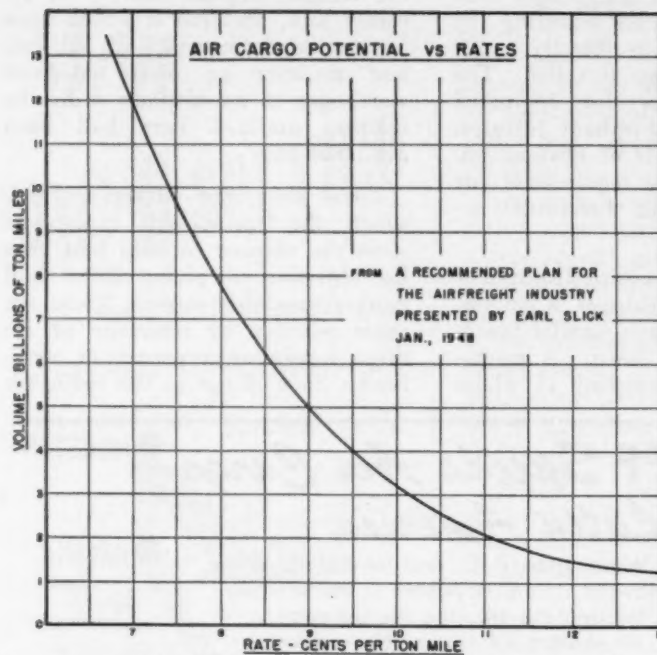
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FIGURE 3



in the required number of ground personnel for cargo handling, the smaller capital investment and upkeep of specialized cargo handling equipment are factors in this category. Specialized equipment for the enroute protection of cargo under all climatic conditions can be care-

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U. S.-Bolivia Air Pact

An air transport agreement between the Governments of Bolivia and the United States was signed last month in La Paz. The agreement is of the so-called "Bermuda-type", upon which is based the great majority of the 36 bilateral air agreements of the United States. (See February, 1946 AT.) The agreement grants traffic rights to United States airlines at La Paz, Cochabamba, Santa Cruz, Robore, Oruro and Puerto Suarez. A route for Bolivian airlines is to be agreed upon when Bolivia is ready to operate a service to the United States.

NAL Routes Under CAB Eye

An investigation has been instituted by the Civil Aeronautics Board to determine whether it is in the public interest (1) for Pan American World Airways to acquire the New York-Miami route of National Airlines; (2) for Delta Air Lines to acquire the New Orleans-Jacksonville and New Orleans-Miami routes of NAL; (3) for Eastern Air Lines or Delta to acquire the Miami-Havana route of NAL; and (4) for an appropriate air carrier to acquire authorization to operate NAL's route between Jacksonville and Miami.

The CAB stated that the "investigation is in furtherance of the Board's study of the air transportation system, and is consistent with recommendations made earlier this year by the President's Air Policy Commission and the Congressional Air Policy Board." A hearing is planned for December.

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SMALL-PARCEL PHILOSOPHY

(Continued from Page 21)

commercial auxiliary air lift required by MATS in emergency logistical support of Operation Vittles.

Combination passenger-mail-express airplanes were of no use in this particular case. All-freight airplanes capable of hauling aircraft engines, spare parts, and heavy maintenance equipment provided the only answer.

The comparative performances of irregular freight carriers and scheduled passenger-mail-cargo carriers during the first emergency phase of the auxiliary lift, extending from June 30 to July 24, between Westover Field, Massachusetts, and Frankfurt, Germany, provides a case history of significance to the national defense of all-freight operations.

During this period, of 25 commercial DC-4 all-freight flights, S&W made 10, carrying a total of 144,192 pounds—an average weight of 14,419 pounds. Scheduled carriers operating regularly over the North Atlantic made only five flights, carrying a total of 64,459 pounds—an average of 12,891 pounds. The other 10 flights were made by other non-certificated freight carriers.

Thus, S&W made 40 percent of all flights, carried 43 percent of all tonnage and averaged 1,656 pounds or 12 percent more weight per flight than the average for all other carriers. Scheduled carriers made 20 percent of all flights, carried 19 percent of all tonnage.

The performance of all-freight carriers in this regard justifies the far-sighted views of the Department of the Air Force. For in December, 1947, C. V. Whitney, Assistant Secretary of the Air Force, wrote to the Civil Aeronautics Board:

"It is our hope that the Civil Aero-

navics Board, in arriving at its decisions, will bear in mind that the maximum stimulation of the air-cargo industry is a large factor in the interest of national defense."

On December 17, 1947, James M. Landis, then CAB chairman, answered as follows:

"I can assure you the Civil Aeronautics Board feels as you do about the potential involved in the field of air cargo and particularly of the

very close relations between the development of that industry and the national defense. As you may know, we recently permitted the non-certified cargo carriers to operate as common carriers without the necessity for certification pending the Board's decision in the so-called Air-Freight Case."

This privilege, however, has been refused to the international air freight carriers, a negation which is impossible to reconcile with policy statements concerning the national defense and the record of perform-

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ance of the international non-certified freight carriers on the auxiliary airlift.

As long as the CAB refuses to extend to the international freight carriers the privileges previously extended to the domestic carriers, the further development of America's Merchant Marine of the Air will be seriously retarded — to the detriment of the national defense and foreign trade.

WHY THE ORIGINAL ACI AGREEMENT STANDS

(Continued from Page 88)

ers could exclude any or all future participation by other carriers in arrangements for the consolidation of ground and terminal facilities, the advantage to the industry and the general public flowing from these arrangements would to that extent be diminished and the development of consolidated activities would be retarded. The present agreement does not contain specific provisions excluding participation by other air carriers nor are there indications that the present members of Air Cargo would follow such a policy of exclusion. However, we imposed the

condition in question on our approval of Air Cargo so that all air carriers would be fully informed at the outset as to the principle of public policy we would apply to this type of industry-wide arrangement.

This principle is clearly consistent with the purposes of the Sherman Antitrust Act and court decisions thereon. In *Associated Press v. United States*, the Supreme Court found that the Sherman Act prohibited by-laws of a cooperative association embracing a large group of individual business units which gave power to its members to block membership applications of competitors and thus those competitors. On this point the Court declared:

Quoting The Court

"It has been argued that the restrictive By-Laws should be treated as beyond the prohibitions of the Sherman Act, since the owner of the property can choose his associates and can, as to that which he has produced by his own enterprise and sagacity, efforts or ingenuity, decide for himself whether and to whom to sell or not to sell. While it is true in a very general sense that one can dispose of his property as he pleases, he cannot 'go beyond the exercise of this right, and by contracts or combinations, express or implied, unduly hinder or obstruct the free and

natural flow of commerce in the channels of interstate trade' *United States v. Bausch & Lomb Co.*, 321 U. S. 707, 722. The Sherman Act was specifically intended to prohibit independent businesses from becoming "associates" in a common plan which is bound to reduce their competitor's opportunity to buy or sell the things in which the groups compete. Victory of a member of such a combination over its business rivals achieved by such collective means cannot consistently with the Sherman Act or with practical, everyday knowledge be attributed to individual 'enterprise and sagacity,' such hampering of business rivals can only be attributed to that which really makes it possible—the collective power of an unlawful combination." (326 U. S. 1, 14-14).

We are not bound by this decision in approving agreements under Section 412 of the Civil Aeronautics Act. However, in making such a determination we cannot ignore the purposes of the antitrust laws. The Supreme Court has held that in conferring authority similar to that exercised by us under Section 412, Congress neither made the antitrust laws wholly inapplicable nor authorized the administrative agency to ignore their policy. Also, since our approval of cooperative agreements between air carriers gives such agreements immunity under the Fed-

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eral antitrust laws, we must be concerned with the objectives of those laws as interpreted by the courts. This is not to imply, as previously indicated, that there has been or is contemplated any violation of the antitrust laws by the member carriers of Air Cargo, such as was present in the cited case. However, we conclude that the right of participation in industry arrangements upon an equitable basis, expressed in the Associated Press opinion, constitutes a sound public policy which should be applied to air carrier agreements through conditions imposed on our approval thereof.

Possible Violation

The Associated Press decision also indicates that an air carrier agreement permitting a discriminatory barring of future members may be in violation of Section 411 of the Civil Aeronautics Act. We do not say that every violation of the antitrust laws is contrary to Section 411. However, the decision does suggest that the type of concerted action we are now discussing may be in violation of that section and thus lends further support to the principle of equitable participation contained in the condition we have imposed.

We are fully cognizant of the fact that no one can anticipate at this time the exact situation which will prevail in the future when other air carriers may seek to participate in arrangements such as those establishing Air Cargo. We recognize that no condition placed upon an approval of cooperative working arrangements under Section 412(b) of the Act, which has as its objective the fullest participation of all air carriers in such arrangements, can cover every conceivable problem that may arise. Such was not the intent or purpose of the condition imposed upon the approval of the agreement creating Air Cargo. Rather, the condition was in the nature of a notice to the air carriers establishing Air Cargo of our finding that the public interest required the fullest future air carrier admission and participation therein upon an equitable basis. We do not now attempt to determine finally such questions as to whether future air carriers should be allowed to participate in the ownership management of Air Cargo or simply participate in the use of its facilities; whether future participants should pay proportionate shares of development expenses as a condition of their participation, or any other of the specific terms upon which future

equitable participation must rest. These are matters to be determined in the individual case upon a reasonably non-discriminatory basis dictated by the then existing circumstances.

It is clear that the condition at least prohibits the outright rejection of future applications by certificated air carriers to participate in the use of the facilities of Air Cargo. It would also appear that should the circumstance indicate that full equitable enjoyment of the facilities cannot be insured without participation in ownership and management, the principles we are discussing would include such participation. It will not, however, prevent the members of Air Cargo from imposing as a condition of accepting any new participation reasonable terms as to the sharing of the benefits and obligations of the enterprise, including the cost of developing the enterprise. There should be no confusion on the part of member air carriers of Air Cargo in the handling of applications for future participation in the light of the condition imposed in our order. Either at the request of the member air carriers or at the request of an applicant, we can determine whether the requirements proposed to be imposed by existing members upon a new applicant are within the intent of our condition that all certificated air carriers should be permitted to participate in Air Cargo's consolidated arrangements upon an equitable basis.

Concern For Future

The petitions urge that in acting upon the Air Cargo agreement we have authority to concern ourselves only with the present and cannot look to the future. It is therefore argued that we cannot impose a condition on our approval of the agreement establishing Air Cargo looking to future participation of other air carriers in that arrangement. This view is contrary to the specific language of Section 2(a) of the Civil Aeronautics Act, which requires us in determining the effect upon the public interest of an agreement between air carriers, to take into account the future needs of the industry and of the country. Any doubt on this matter is fully dispelled by court decision, which only recently upheld our authority under Section 412 to base our findings for approval or disapproval thereunder upon a consideration of the future of the industry

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in terms of the public interest requirements of Section 2.

Two Answers

It is also urged that the condition we have imposed as to future participation attempts to revise the provisions of the Air Cargo agreement relating to the sale and issuance of stock therein and that such action is beyond our power. There are two answers to this contention. First, we do not believe that the condition revises the agreement. It merely insures that no air carrier party to the agreement shall execute the pro-

visions thereof in a manner which would unreasonably exclude new certificated air carrier participation in accordance with the principles discussed above. Second, the contention is one which relates merely to procedural considerations and not to substantive matters. If the condition in fact is contrary to the provisions of the agreement, then it would appear that the agreement is adverse to the public interest under Section 412(b) of the Act. Under such circumstances we have the alternative of either disapproving the agreement or imposing a condition to nullify ob-

jectionable provisions. The argument that we can only use the alternative of disapproval, whatever its academic legal merits, would appear to be an unrealistic approach to the problems of administrative regulation under Section 412. It would impose unwarranted burdens on parties to an agreement and defeat the accomplishment of many worthwhile objectives.

It would appear to be a much sounder regulatory approach to give the parties to an agreement the opportunity of performance under the agreement in accordance with standards of public interest determined by us where that is a practical possibility rather than outright disapproval of the whole agreement. Since we can always disapprove an agreement if a condition imposed upon an order of approval under Section 412 is violated, the legal result will be the same whether we impose a condition in the first instance or disapprove an agreement until it is amended to remove provisions that are adverse to the public interest. In the administration of Section 412 we are concerned with the fulfillment of the policy objectives laid down in Section 2, particularly those relating to competition. We believe that those objectives are better fulfilled by the imposition of a condition, where required, as in the agreement before us, than in disapproval of the agreement.



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KEEP YOUR EYE ON CEYLON

(Continued from Page 90)

between Colombo and Madras. Cingalese are being trained in all aspects of organization and administration of civil aviation.

Proposals have also been received from KLM and TWA for running services through Ceylon. These proposals are receiving the active consideration of the Ceylon Government. Air Ceylon is also running an internal service.

Air Ceylon has had several chartered and long-distance flights in order to test their capabilities. A recent example of this was a charter flight to Australia, conveying the crew required for a fishing trawler which had been purchased by the Ceylon Department of Fisheries.

For the purpose of the United Kingdom service, it is proposed to convert Air Ceylon into a corporation on the lines of BOAC and to run the service with BOAC on a 50-50 basis. Constallations, it is intended, should be used on the Colombo-United Kingdom service, and it is proposed to purchase three Constallations from America. The proposed route is Colombo, Karachi, Bahrain, Basta, Cairo, El Adem, Malta, Marnigane and London.

Pakistan has agreed to allow Ceylon to operate a Colombo-Karachi service either via Madras, Bombay or Chittagong. This agreement has to be sanctioned by the Government of India which will decide whether Ceylon aircraft to Karachi should touch at Madras or Bombay. The Pakistan Government will in turn operate a service to Ceylon. Air Ceylon will use Dakotas on the Colombo-Karachi run.

The airport buildings at Ratmalana will shortly undergo a number of further structural alterations. Two wings will be constructed on either side of the present building-block to provide better facilities for passengers and Customs and medical examinations.

Meanwhile much headway has been made in the construction of the third and largest hangar at Ratmalana to accomodate three Dakotas at once.

Before long passengers from Colombo and other airports in the island will be able to land at Polonnaruwa. The RAF base at Hingurakgoda—one of the largest in the island—near Polonnaruwa, Ceylon's "ruined" city

that attracts pilgrims and tourists, has been taken over by the Government and handed over to the Civil Aviation Department with a view to its being used for civil aviation.

One of India's leading civil pilots, Captain Peter Fernando, chief pilot of Indian National Airways, who was loaned to Air Ceylon for six months to assist in organizing operational matters, has now been appointed Air Ceylon's chief pilot and operations manager.

More Service for Alaska

At the request of the Secretary of the Interior and the Governor of Alaska, the Civil Aeronautics Board has issued orders making possible increased air service between Alaska and the States through extensions of the authorizations of Pan American World Airways, Northwest Airlines, and the certificated Alaskan air carriers. The exemption orders allow PAA and NWA to operate from Seattle to points in Alaska other than those usually served by these lines. Alaskan air carriers are permitted to operate between their certificated points in Alaska and Seattle, even though their certificates do not provide for service to Seattle.



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By L. A. GOLDSMITH

IT IS INTERESTING to learn that the airlines have realized the vital importance of the consignee. For, in the last analysis, it is always the consignee who has the determining voice as to whether or not to use air cargo in the shipment of the goods he purchases.

Except in the case of the C.I.F. quotation on goods to be sold abroad, it is the consignee, or the purchaser, who actually controls the method and channel of transportation, not only as regards the choice of sea or air, but by which specific line.

Therefore, the shipper or seller at point of origin is not the most important factor in the development and promotion of air cargo-mindedness for the movement of merchandise all over the world. Rather it is the purchaser who pays the bills for freight as well as for the merchandise.

From many first-hand talks with any number of merchants and traders in foreign countries it has long seemed apparent to me that they are more alive to the advantageous potentials in the use of air cargo than the export shipper and producer in this country.

So more power to the airlines who are concentrating on selling the customer consignee abroad on the value to them in the use of more and more air cargo for more and more products.

And now getting down to cases, we follow with a number of case examples of what is being accomplished here and now by shippers and airlines in the use and promotion of air cargo as an instrument of increasing value in the development of profitable world trading.

Flying Films

Week in and week out, year in and year out, American newsreels and motion pictures in general are shipped out all over the world. The majority of these newsreels as well as the greater part of all the other film shipments going abroad from this country are efficiently handled by the firm of Masce-Barnett Company, Inc., freight forwarders, of New York City. This firm handles any product moving in and out of this country on a world trade basis, but they are perhaps best known as specialists in air freight shipments of motion picture films and newsreels.

Masce-Barnett considers these film shipments as staple air cargoes going forward regularly, but they handle these with a speed and precision which expedites their movement throughout the world, practically on a right-of-way basis. Their shipping procedure on the newsreels is quite unique. Space is reserved well in advance on all airlines whose routes cover the required destinations in all parts of the world. Special packers are ready and waiting to pack these newsreels, as well as special feature shorts of current news value, in the manner required to fulfill any special

regulations that might be required or definitely prescribed for film shipments. Many countries may have varying regulations, and shippers of such material must watch their step to see that each and every regulation is strictly complied with—or else.

Special labels are placed on the packages of newsreels to identify them as having an important time element, and that special expediting to avoid delay is absolutely necessary all along the line of shipment and/or transshipment. The end result is delivery at such speed that it is often possible to place American newsreels on exhibition in motion picture theatres in all the main world centers, within a few hours after they have left this country.

As a specific case in point, Norman Barnett stressed the manner in which the firm handled the films covering the last Louis-Walcott fight. The bout ended about 10 p.m. Masce-Barnett had its special packers waiting to receive the films as soon as they were printed. By 3 a.m. special crews were delivering them to LaGuardia Airport. Before the morning newspapers describing the fight were on the streets, the fight movies were already well on their way to many parts of the world! What more could one ask in the way of service?

Having all this experience with air freight, practically on a day-to-day basis, I asked Mr. Barnett if every-



Colonel Bernt Balchen, managing director of the Scandinavian Airlines System, who has been recalled by the United States Air Force for active duty in the Arctic at his own request. He reports for duty on or about November 1. Balchen has been with SAS since early 1946.

thing always moved swiftly and with such precision on the air lines with no signs of any hitch anywhere. His reply was that, of course, there were occasional mistakes and delays, which were unavoidable with a suitable margin for error. But what he did object to most heartily were the delays which have occurred in the past in tracing any shipment that might go astray. With the speed of flight so great, it was exasperating to have to wait sometimes as long as three weeks before the firm could get action. However, this tracing delay has now been greatly remedied, and Mr. Barnett is glad to state they can now put through a tracer with most of the airlines within 24 hours.

African Story

Over in Nigeria, West Africa, a large plywood factory is being built. Rich woods of native mahogany are used as the raw material from which the veneers are made. The factory is being put up by the United Africa Company, Ltd. This is an affiliate of the great English industrial entity known as Unilever, whose huge business interests are to be found all over the world.

Practically all the basic machinery and equipment for his factory has been shipped from the United States, the major portion of the heavy machinery having gone forward by sea. However a great many additional parts and small equipment are still constantly needed, and these go forward by air cargo.

The purchasing and the shipments for this West African project are handled by the well-known, long-established export-import house of Balfour, Guthrie and Company, Ltd., in New York. This firm has its headquarters in London and something like 10 major branches in various parts of the world. E. H. Crosby, of Balfour Guthrie, is quite sold on air cargo as a matter of prime importance as a time saver, and an absolute essential in keeping the West African plywood factory supplied with machinery parts which would otherwise take long weeks to arrive.

BOAC receives the shipment up to 5:30 in the afternoon. It reaches London the next morning and is immediately transhipped to Lagos, the main sea and air port for Nigeria. The elapsed time from New York to Lagos is 38 to 40 hours. From Lagos to Sapele, where the factory is located a few miles inland, the cargo goes by motor truck, and this brings the total shipping time from New York right to the plywood factory to well under two days.

Philco International has had a highly interesting experience with air cargo shipments. A couple of years ago, when dollars were still plentiful in Latin America, and while consumer stocks were down to zero, air freight saved the day for all concerned. (Read Race With Santa in February, 1946 AT)

Chartered planes served Philco International for its export shipments. At one time 10 DC-3s and other aircraft were used by Philco to ship its radios and refrigerators to foreign countries. Air conditioning equipment and electric ranges also went along as part of the planes' cargoes.

But nowadays, with American dollar exchange so scarce, while shipping

space in maritime freight is much more plentiful, and restrictions on imports are mounting on all sides, Philco must content itself with the slower methods of sea transportation. The company still uses air cargo to speed samples, and some initial orders to get a distributor started, or to certain distant places where air cargo surmounts the difficulties of too many transshipments to interior points.

When dollar exchange becomes more available, and orders come piling in without the heavy import restrictions,

then it may once again be air cargo for radios and refrigerators.

One textile firm from New York is shipping large quantities of textiles and soft goods to Europe, with an average value of \$30,000 and up per shipment. When the company used to ship by sea, it found that it often had in transit merchandise in value up to \$200,000 and over.

This firm began to experiment with air cargo and discovered that by air transportation, the value of their merchandise in transit was reduced to that

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of just a single shipment—or something like \$30,000. Now air cargo is a regular procedure; it has been so for about two years, and it will continue that way.

Hosiery by Air

A similar experience has been the case of a Swiss hosiery firm. It maintains its own buying offices here, and ships to Switzerland wholly by air for distribution to its many stores in that country. Company officials state that

they find the entire procedure entirely satisfactory and profitable.

As regards hosiery air cargoes in general, the airlines report that they have found something of a falling off in this commodity, not because of a lack of consumer demand, but because of the lack of dollar exchange. Switzerland, of course, is an exception to the general rule. Switzerland is a hard currency country, and it has dollars available.

The promotion of air cargo over a long-term basis would seem inextric-

ably entangled with dollar exchange availability. For that reason many of the airlines state that they are concentrating their time and energy to building up more promotional effort with staple products and avoiding the so-called luxury items.

Scandinavian Airlines System is looking upon air freight quite sanely. It is particularly clear-headed on the subject of building up the line's air cargo promotion of staples. SAS finds that today these lie mainly in drugs, foods, auto and machinery parts, time clocks, time precision instruments, photo chemicals, and agricultural parts.

SAS also points out that it is the fifth largest airline in the world and that its shipments are not confined to the Scandinavian countries but that it is able to transship to many other parts of the world. The airline is also building up import cargoes into the United States. One of these is hot-house orchids from Denmark, which can be landed here at a price enabling them to compete with our home-grown hothouse orchids.

Active Promotion

And then there is the Pan American story. It is common knowledge that Pan Am is going after air cargo in a very big way. PAA is now concentrating, in addition to active promotion with producers and shippers here, on pointing up air cargo advantages to the ultimate consignees in all parts of the world — and they are succeeding!

Pan Am finds that the products which are naturals for air cargo at the present time are drugs, foods, and women's apparel, including bathing suits. In fact, one manufacturer of bathing suits in Los Angeles only uses air cargo for shipment of its foreign orders. (See August AT cover.) Auto accessories and parts, as well as radio and refrigerator parts, gas ranges for Colombia, typewriter parts and accessories. Business machines, parts, and equipment such as card installations for time recording machines, and other types of business machines. Just a small idea.

Pan Am also has a big two-way traffic between the mainland and Puerto Rico. Gloves and lingerie are cut here, and sent down to Puerto Rico for hand-sewing by skilled operators; then they are returned for the finishing touches required for the domestic market. (Read *Needlework Along the Airways* in November, 1947 AT.)

Other import commodities include hats from Ecuador. Hats of a similar type, but of much cheaper varieties, are also brought in from the South Pacific islands. These hats are now styled in this country and are hand-woven to American specifications by the artisans in Ecuador as well as in the Pacific islands. There is also quite some trading going on in air-shipped silk from Japan and pig bristles from China.

Only a few of the major examples have been mentioned here due to limitations of space. But it can be said with certainty that progress toward bigger and more profitable air cargoes is a steady process. In truth, the sky's the limit.

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WHY WE USE AIR FREIGHT

(Continued from Page 12)

refrigerate these products during transit. Since the time interval is relatively short from shipping point to destination, these perishable goods can be removed from company refrigerators without too much danger of spoilage. Then, too, cargo bins of airfreighters were found to be almost as cold as ordinary refrigerated cars.

Without careful handling, heavy expensive outer cases are a "must" in the transit of the small glass vials and ampules of the trade. Biological firms have found that along with the smaller loads carried by air goes a more gentle handling of the goods making up these loads. Not only has this reduced the cost in packaging, but it has led to fewer damaged shipments.

Routine handling of shipments by air has become the expected procedure by export agents. Even in the case of nonperishable goods, this type of transit has brought a two-fold blessing: goods are received sooner, thus decreasing the possibility of running out during a critical time; and, quicker deliveries mean less money to be tied up in large inventories.

In domestic shipments, use of air freight, while routine, is not extensive. Manufacturers are cognizant of the advantages of air transport, but shipping rates remain a decided factor when it comes to moving non-dated, plentiful goods. However, with the raise in railway express rates and the decrease in air freight costs, the use of air lanes will increase proportionately.

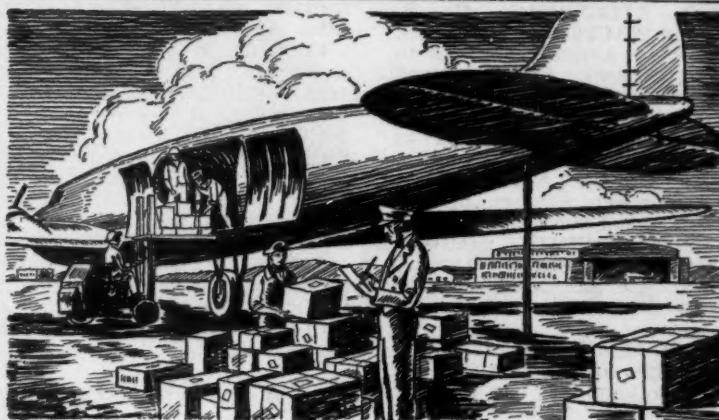
Use of air transit to rush badly needed drugs in event of emergencies has been well publicized. One example of a mass movement of biologicals by air was seen in the 1946 smallpox epidemic in New York. At Cutter Laboratories, Berkeley, Cali-

fornia, technicians, working in shifts, kept up production of vaccination kits for 24 hours a day. The tiny vials were shipped by air as fast as they were processed. District offices all over the country sent their stock by air to the New York Health Department.

A more recent emergency case originated in Los Angeles. A dangerously ill patient was in need of a larger supply of Thrombin—a rare human blood fraction product—than

was available in that city. The District Manager sent out a call for help—within 36 hours, Thrombin arrived by air from New York, Chicago, San Antonio, Seattle and Fort Worth. A life was saved as a result of the quick service that can be furnished only by air express.

Air freight is being used with increasing frequency due to the obvious advantages it offers to the biological and pharmaceutical manufacturer. Now routine in exporting, the air lanes promise to become more used in the handling of domestic shipments as well.



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★ EXECUTIVE ★

JOHN P. GATY, vice president and general manager of the Beech Aircraft Corporation, elected to the board of directors of the firm.

WALTER STERNBERG, C. R. SPEERS, and **WALTER H. JOHNSON, JR.**, elevated by American Airlines to the following posts: Sternberg and Speers, assistant vice presidents-sales; and Johnson, regional vice president.

WILLIS C. BAKER, appointed as assistant to the vice president—traffic of National Airlines. A former employee of American Airlines, he has been with National since 1944.

WALTER F. MCGINTY, named a vice president of Sailors Aircraft Service, Inc. He has been active in the aircraft field for more than two decades.

LAURANCE H. COOPER, appointed eastern manager of the Pacific Air-motive Corporation. He has been in the aviation industry for over 20 years.

★ ADVERTISING ★ PUBLIC RELATIONS

D. WALTER SWAN, well-known figure in air transportation, named public relations manager for United Air Lines' central district. He joined Stout Airlines, a predecessor company of United, in 1928, and came to United 12 years ago.

KENNETH A. KOYEN, appointed assistant director of the United Aircraft Corporation. He is a former member of The New York Herald Tribune's editorial staff.

★ SALES ★ TRAFFIC

CARL A. CARLSEN, formerly with Scandinavian Airlines System's purchasing organization, named sales manager of Air Associates, Inc.

WILLIAM C. NORVELL, now serving as manager of aviation sales for the Cleveland Lighting Division, Westinghouse Electric Corporation.

CHARLES S. FISHER, appointed Western Air Lines' Pacific Northwest manager of interline and agency affairs. He joined WAL in 1946.

EDWARD P. RYAN, named traffic manager at Norfolk, Virginia, for National Airlines. He came to NAL three years ago.

MORGAN R. NICKELL and **J. C. O'CONNOR**, appointed by United Air Lines to the respective posts of district traffic and sales manager at Boston, and acting district traffic and sales manager at Philadelphia.

JOHN R. LARSEN, promoted by Eastern Air Lines to the position of traffic and sales manager at Greenboro-High Point, North Carolina. He joined EAL eight years ago.

★ CARGO ★

WILLIAM V. McTAGGART, advanced by Colonial Airlines to the position of director of cargo sales. He formerly served as manager of express and mail. McTaggart is a well-known figure in air cargo circles.

E. H. HEROLD, cargo traffic superintendent for Pan American World Airways' Alaska Region, transferred to Pan Am's Pacific-Alaska Division. Before joining the airline in 1942, he was with Grace Lines for 10 years.

ELOISE D. PRELL, appointed Mid-west cargo representative for KLM Royal Dutch Airlines. Prior to her association with KLM, she was with AOA at LaGuardia Field, serving as cargo manager.

★ OPERATIONS ★

WILLIAM C. RAY, a veteran of 20 years in the aviation industry, appointed director of operations for Peruvian International Airways. Formerly

with AA and AOA, he served in the last war as a colonel in the Air Transport Command.

★ MISCELLANEOUS ★

C. R. SMITH, president of American Overseas Airlines, elected head of the Air Force Association. He held the rank of major general with the ATC during the Second World War.

PAA Pacific NW-Hawaii Run

The Civil Aeronautics Board has awarded Pan American World Airways a route between the Pacific Northwest and Hawaii at the direction of President Truman, thus amending its original decision which denied the route to PAA and gave it instead to Northwest Airlines. (See September AT.)

The Board said that the President had concluded that "the national security and the public welfare required the establishment of the most direct and expeditious air service possible between the northwestern United States and points on the existing service of Pan American in the South Pacific, the Philippines, Japan and other points in the Orient." The award to NWA gave it a route between Seattle-Tacoma, Washington, and Portland, Oregon, and Honolulu for a five-year period. The CAB stated at that time it had elected NWA because it would provide one-carrier service to more passengers and would also offer more opportunity for development of the route so as to lessen the airline's future dependency upon Government aid.

In granting the additional route, the CAB restricted PAA's service between the Northwest and Hawaii to trips which continue beyond Honolulu. This prevents shuttle service between Hawaii and the mainland.

TCA Drops a Route

Service between Fort William-Port Arthur, and Duluth because of lack of traffic has been suspended by Trans-Canada Air Lines. According to A. C. McKim, vice-president-traffic, the route continued to be uneconomical in spite of efforts by the airline to develop traffic over it. TCA's regular service connecting Fort William-Port Arthur with eastern and western Canada is not affected.



John P. Gaty

Walter Sternberg

Charles R. Speers

W. H. Johnson, Jr.

William V. McTaggart

E. H. Herold

William C.



(REG. U. S. PAT. OFF.)

PAN Am's new Alaska schedules provide nonstop flights between Seattle and Ketchikan, Juneau, and Fairbanks. DC-4s make three round trips weekly to Ketchikan, four times a week to Juneau, and a five-a-week to Fairbanks. These schedules are in addition to those stopping at all points, including Whitehorse and Nome...**Air France** has opened branch offices in Washington, D. C., headed by Claude C. Pineau. Pineau is the son of Christian Pineau, Minister of Public Works and Transportation of France. The new offices are located at 1627 K Street, N.W...Nine more countries have been added to those receiving international air parcel post service. For complete list and rates see **Air Shippers' Manual** in this issue.

Pacific Overseas Airlines recently completed delivery of 75 Curtiss Commandos from Los Angeles to Shanghai. The planes were overhauled by Slick Airways and Grand Central Airport...Interline agreements: **Northwest Airlines** with **BOAC**, **KLM**, and **Air France**; **Flying Tigers Line** with **KLM** and **Colonial**...Apologies for omitting in a recent article the name of **Howard Waldorf** as an incorporator and director of the **Air Cargo Institute of California**. Waldorf is manager of the Aviation Division, Oakland, Chamber of Commerce.

Swissair is planning "substantially increased schedules" in its transatlantic service next year...Four thousand pounds of electrical machinery were recently flown 8,000 miles, from Copenhagen to Schiphol to Bangkok. **KLM** did the job in two days...**Seaboard and Western** transported a record overseas cargo consisting of 15,539 pounds of wearing apparel, furs, a washing machine, automobile parts, and **CARE** food packages. The **Sky-master** flew from Idlewild to Frankfurt and Geneva.

United States commercial airline pilots will lend a hand to the Air Force in the historic **Operation Vittles**...**Fernando A. de la Hoz**, top man of **FAMA** in New York, denies that he is a member of the same family which founded the well-known Argentine newspaper, **La Prensa**. Both families are distinct, he states...**British West Indian Airways** will inaugurate service between Trinidad and the Windward and Leeward Islands with three new **Short Sealands**.

Peruvian International Airways flew 1,480,000 ton-miles of freight, express, and mail during its first year of operation between New York and the West Coast of South America...**Skytrain Airways** recently obtained a temporary permit from the Salvadorean Government for cargo flights between El Salvador and Houston and New Orleans...Well, if you're still looking for "firsts," here's a new one: **Northwest** claims to have been the first air carrier to carry live trees in international air cargo service. Described as Japanese dwarf pines, several decades old, the woody

plants were flown to Seattle and planted in the Puget Sound area.

The **Air Express Division** of the **Railway Express Agency** reports that ton-miles of air express flown over the 11 feeder airlines in this country gained 54.3 percent for the January-June, 1948 period...**Panair do Brasil** is seeking to operate scheduled flights to the Argentine, but a number of ticklish points will have to be cleared up before permission is granted, among these being transshipment of traffic from Buenos Aires to the United States via **Panair**...Approximately \$150,000 in feminine wearing apparel—and the stuff weighed some 4,000 pounds, too—were flown from Paris to New York on **TWA** all-cargo planes in a single week.



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It doesn't matter whether you're for Truman or Dewey or Wallace or Thurmond, but there's a good chance that the political campaign flower you're wearing in your buttonhole, is one of nearly seven-and-a-quarter million artificial flowers imported from Japan. Original sample orders were air-rushed here via NWA...Escuadron de Transportes Aereos, Bolivian counterpart of our own MATS, will fly regular commercial schedules of cargo and passengers within Bolivia...There seems to be a possibility that several Italian airlines will pool their services and establish a transatlantic route linking

Rome and New York. It is understood that certain United States lines are not viewing the proposal with flavor.

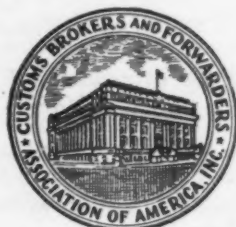
NWA-KLM Global Service

A pact signed by officials of Northwest Airlines and KLM Royal Dutch Airlines has effected a new round-the-world air service. It ties in with the inauguration last month of KLM's Amsterdam-Shanghai service. Passengers starting at any point along both systems can complete the journey around the world in just one week.

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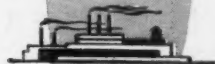
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